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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

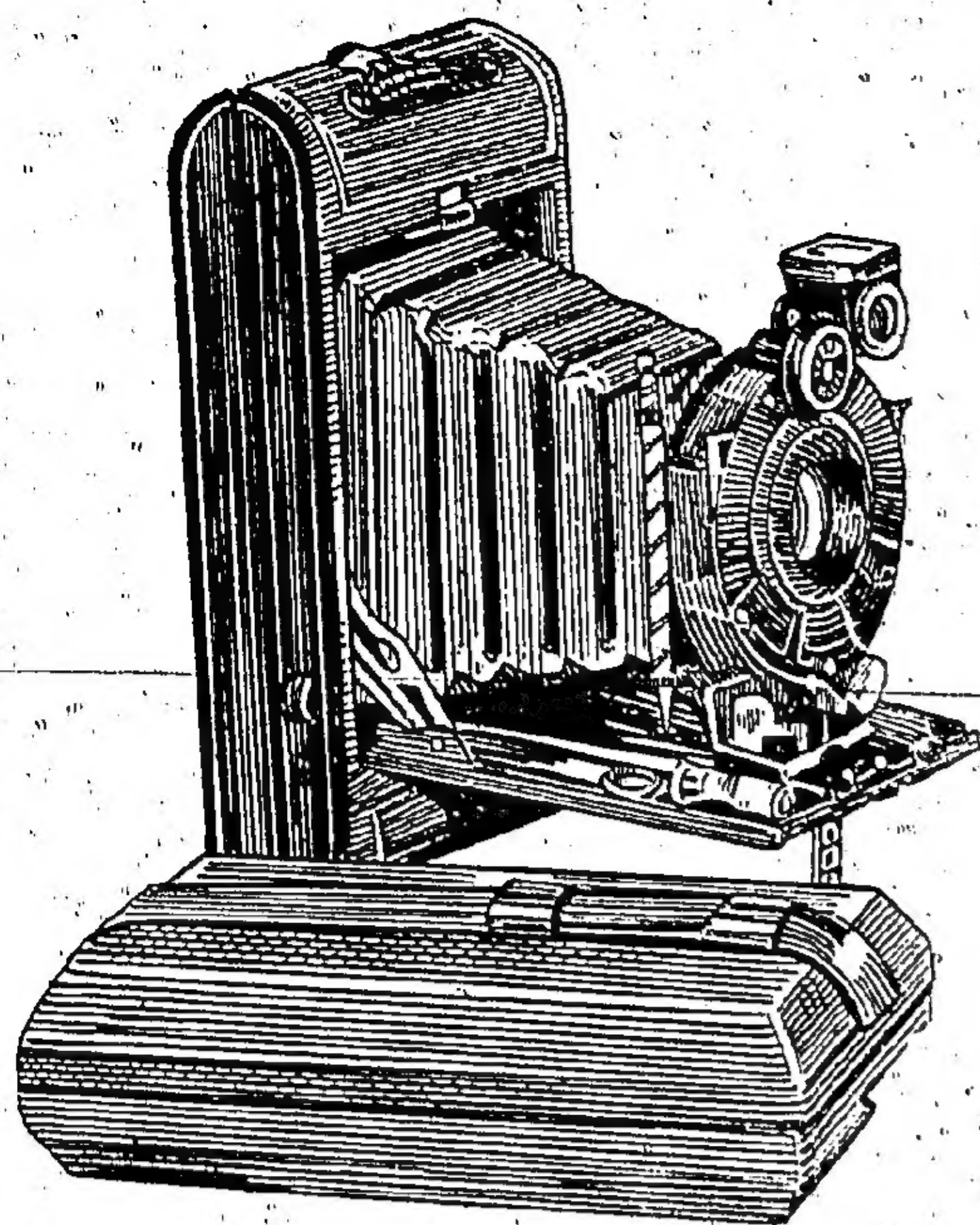
#### UP TRAINS

STATIONS	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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MERRY GO ROUND  
AN' EVERYTHING

OPENING SATURDAY,  
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### WAR ON OPIUM TRADE.

#### CORRUPT OFFICIAL EXECUTED.

NANKING, Nov. 29th.  
While on his tour of Anhui for  
the inspection of troops, General  
Chiang Kai Shek issued a stern  
warning to all officials who defy  
the Government's anti-opium laws.  
The warning was neither conveyed  
in speech nor in writing, but meant  
the death penalty for the chief of  
the Salt Gabelle guards at Pengpu,  
Wai Fu Kung by name.

Upon arrival at Pengpu, General  
Chiang received petitions from  
some public organisations to the  
effect that Wai had misused his  
authority for the protection of the  
opium traffic. The General caused  
him to be tried by a military court,  
which after verification of the  
charge, sentenced him to death by  
shooting. The execution took place  
on the 29th inst. at the Hengpu  
Station.

Peking's \$44,000,000 Orgy.  
A startling revelation has been  
made by the National Opium Sup-  
pression Committee as the result of  
an examination of the records of  
the former Opium Suppression  
Bureau in Peking. It has been  
found, from the sale of stamps by  
the Bureau, that daily consumption  
of opium in the metropolis amount-  
ed to over 30,000 Chinese ounces,  
or approximately 11,000,000 ounces  
a year. Taking the cost of opium  
at \$4 per Chinese ounce, the yearly  
cost of consumption is estimated at  
no less than \$44,000,000.—N.C.  
Daily News.

### DUTCH TRADE WITH JAPAN. TRADER INSPECTING JAPANESE MARKET.

Mr. A. H. Caulfield, general  
manager of the Borneo and Suma-  
tra Trading Company, a large  
Dutch trading concern, who recent-  
ly came to Japan to open direct  
trade with Japan, held a sample  
show on November 29th in Tokyo,  
in which samples of goods of  
various kinds, which are keenly  
demanded in the Dutch East  
Indies, were displayed. Mr. Caulfield  
wishes to open up negotiation with  
Japanese suppliers of goods suitable  
for the Dutch.

Hitherto Japanese goods have  
been imported to Dutch East In-  
dies, through Chinese merchants  
and other middlemen; and, when-  
ever anti-Japanese agitation started  
in China, this at once reacted  
on the Dutch. In view of this, Mr.  
Caulfield intends to import goods  
directly from Japan.

Mr. Caulfield will inspect several  
Japanese factories in Nagoya and  
Osaka, and will try to open direct  
trade with Nagoya and Osaka  
merchants.

### JAPAN SUGAR MARKET. FIRMS AGREE TO STOP RECKLESS SELLING.

The sugar firms handling the pro-  
duct of the Dai-Nippon Sugar Co.,  
Meiji Sugar Company, and Tai-  
wan Sugar Company, have agreed  
not to sell refined sugar at prices  
under ¥21.50 for the time being,  
in order to check further decline of  
refined sugar.

Recently the centrifugal sugar  
market has improved under the  
pressure of heavy buying back by  
the Taiwan and Dai-Nippon Sugar  
Manufacturing Companies, while  
the refined sugar market is still de-  
pressed, despite the fact that the  
season for demand has arrived.

### GERMANY'S IRON OUTPUT.

Iron production in Germany dur-  
ing September was 995,413 tons, the  
smallest monthly output since the  
beginning of 1928. It compares  
with 1,104,533 in September of last  
year and a 1927 monthly average  
of 1,062,000.

The report of the Vereinigte  
Stahlwerke, the German steel trust,  
for the business year ended Septem-  
ber 30th, shows total sales of  
1,431,000,000 marks, as against  
1,417,000,000 in the preceding busi-  
ness year. Proportion of foreign  
sales to the total increased. The  
corporation's production of steel in-  
gots during the year was 6,945,000  
tons, against 6,838,000 in the pre-  
ceding year, but orders in hand at  
the end of the period were 32 per  
cent. less than a year ago.

### THE WIDENED DISTRIBU- TION OF CAPITAL.

At the recent meeting in London  
of the Buenos Ayres and Pacific  
Railway, the chairman (Lord St.  
Davids) took the opportunity of  
emphasizing the wide manner in  
which the company's stocks are  
spread amongst the people of Great  
Britain. Taking the company's De-  
bentures and the stock as a whole,  
they are divided among 36,000  
people. "That does not mean,"  
said Lord St. Davids, "vast hold-  
ings of rich men; we have got  
among our body lithographers,  
weavers, strap-makers, plate layers,  
printers, labourers, gardeners, tram-  
driers, postmen, coachmen, brick-  
layers, carpenters, chauffeurs, and  
miners." This fact, he added,  
showed how capital was divided in  
Great Britain, and it showed that  
what was regarded as big powerful  
bodies, with big wealthy purses,  
were rich and powerful because in  
their big purses there were all the  
little purses of small people all over  
(Continued at foot of next column.)

### ANGLO-JAPANESE RELATIONS.

#### BRITISH PRESS COMMENT.

LONDON, Nov. 24th.  
Yesterday's report concerning  
Anglo-Japanese co-operation was  
authoritatively confirmed. It is  
further stated, authoritatively as  
follows:—

"The British Government is very  
pleased with the satisfactory co-  
operation between Japan and Eng-  
land now going on, but this co-  
operation is in no sense exclusive,  
but is a reaffirmation of the prin-  
ciple accepted at the Washington  
Conference by all the Powers in-  
terested in China.

"We welcomed Count Uchida's  
proposition because we desired such  
co-operation, and Count Uchida cer-  
tainly held a similar conversation  
at Washington when he visited  
there on his way home.

#### Chinese Exploitation Checked.

"Such co-operation is of course  
in no way directed against China,  
but rather is preventative in pur-  
pose to check possible exploitation  
of the differences between the for-  
eign Powers by the Chinese Gov-  
ernment. We should better make  
quite clear that there is no such  
idea of renewing the Anglo-  
Japanese alliance. It is rather  
mischievous in the interests of  
Japan and England that such talk  
of revival of the alliance is made  
in Japan, as it will cause misunder-  
standings and suspicion in the  
United States and China.

"It should be clearly understood  
once for all, for the sake of the  
interests of both Japan and Eng-  
land, that there will never be a  
revival of the alliance."

#### The Times editorially says:—

"Such co-operation is limited to a  
full and frank exchange of views  
between the two Governments,  
whenever either is engaged in the  
negotiations with the Chinese Gov-  
ernment. It reaffirms the principle  
accepted by the Washington Con-  
ference. There need be no fear  
that this understanding may lead  
to adoption of an uncompromising  
attitude toward China. There is  
and there can be no question of  
renewal of the Anglo-Japanese  
alliance. The understanding mere-  
ly provides for common diplomatic  
actions on the part of Britain and  
Japan or any other Government,  
which may associate itself with  
them during the stage necessary  
for the liquidation of the past in  
China."

#### Need For International Solidarity.

The Daily Telegraph editorially  
deals with the break-down of the  
Sino-Japanese negotiations in Nan-  
king, saying:—"If the treaty  
Powers could co-operate in nego-  
tiating with Nanking Nationalist  
rivalries would matter little. The  
Nationalist Ministry has been en-  
couraged to revert to the old Chi-  
nese practice of hard bargaining,  
first with this Power and then with  
the others. Japan is the sufferer  
to-day. It may turn out to be  
ourselves to-morrow, and that of  
France later."—Osaka Mainichi.

### THE FIBRE SUBSTITUTE FOR COTTON.

#### FURTHER DETAILS OF ENG- LISH EXPERIMENT.

Mention was made in a wireless  
message from Rugby on November  
28th of the discovery of a plant  
yielding a high percentage of fibre  
calculated to provide an alternative  
to cotton, and stating that the de-  
mand for specimens of the fibre have  
far exceeded the limits of the im-  
mediately available material which  
is being cultivated in the Eastern  
counties of England. A London  
cable to the Osaka Mainichi, dated  
November 19th, gives some further  
information on the subject. The  
message reads as follows:—

Besides the activities of the newly  
organized Eastern Textile Associa-  
tion, which will back up the Lanca-  
shire mills to compete with the  
Japanese in China, the satisfactory  
result of the test of the newly dis-  
covered artificial cotton has proved  
that Lancashire has added another  
powerful weapon to compete with  
the Japanese cotton industry.

Artificial cotton is being grown  
in England to produce an annual  
crop sufficient in quantity and  
quality to meet the demand of the  
Lancashire and Yorkshire mills.  
The present crop of about 4,000,000  
pounds which is now being raised  
in the southern part of England, will  
be available next July at a fixed  
price of six pence per pound, which  
means an immediate saving of four  
pence per pound for the cotton in-  
dustry.

The test proved that the yarn  
can be blended just as ordinary  
cotton with artificial silk or wool,  
taking the most delicate dyes, and  
absorbing less than one-third of the  
amount of dyes employed in the  
present process.

The discoverer is an English  
chemist named Walters, who hap-  
pened to notice a bird making a  
nest with cotton-like material in  
British Guinea. He brought back  
the seed and root, and planted it  
successfully in England.

the country. There is no doubt that  
the power yielded by the small in-  
vestor, which has lately provoked  
comment on the part of several  
public men—who as directors of  
railways, banks, and other large  
corporations, have the fact brought  
prominently under their notice—has  
grown very greatly since the war,  
and is increasing from year to year.

### JUDICIAL REFORMS FOR CHINA.

#### NEW LEGISLATION TO BE ANNOUNCED SOON.

#### TOO MANY APPEALS.

NANKING, November 29th.  
Interviewed by the Kuo Min  
News Agency correspondent yester-  
day, Dr. Wang Chung Hui, Presi-  
dent of the Judicial Yuan, declared  
that many important measures for  
the reform of judicial adminis-  
tration in China were under con-  
templation by the Yuan and would  
be adopted in the near future.

"As most of the existing codes  
are obsolete and not adaptable to  
present conditions in the country,"  
Dr. Wang said, "the Judicial Yuan  
is now taking immediate measures  
for their revision and improve-  
ment; and several new laws, such  
as the Commercial Law and the  
Law of Procedure in Administra-  
tive Cases are now being drafted  
and will shortly be promulgated for  
enforcement."

"To solve the problem of conges-  
tion of appeal cases in the Supreme  
Court," Dr. Wang continued,  
"two more Divisions will be added  
to the Court in order to cope with  
the situation. However, many  
cases are appealed on insufficient  
grounds and this must be curbed  
in future."

#### Training School For Judges.

Discussing the present system  
whereby Magistrates of the various  
Districts function concurrently as  
judicial officials, Dr. Wang said  
that such a system impaired the  
integrity and independence of the  
judiciary and must be abolished.  
In place of the existing system,  
District Courts would be estab-  
lished throughout the country to take  
charge of legal cases in order to  
relieve the Magistrates of their con-  
current duties. For this reason,  
Dr. Wang further stated, an in-  
stitute for the training of judicial  
officials in court procedure and  
trial would be established next  
year. They will undergo training  
for two years and after their  
graduation, they will be appointed  
Judges to the various District  
Courts in the country.

Lastly, Dr. Wang touched upon  
the question of foreign consular  
jurisdiction in China and stated  
that the National Government had  
decided to declare its abolition at  
an appropriate time in the near  
future.—Kuo Min.

### HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C.  
WOLFE, C.M.G., CAPTAIN SUPER-  
INTENDENT OF POLICE.)

#### Police Training School.

Classes for Police Reservists will  
be held as usual on Tuesday, De-  
cember 4th and 11th, at 8 p.m.  
On the same dates at 5.30 p.m.  
sharp, instruction will be given in  
the handling and aiming of revol-  
ver.

#### Squad Drill, etc.

All recruits of the Chinese and  
Indian Companies and of the  
Flying Squad will attend at Central  
for Squad Drill, etc., on Thursday,  
December 6th, at 5.30 p.m. under  
Sergt. P. Condon. Dress: Multi.

#### Chinese Company.

The Signalling Squad will attend  
at the Company's Headquarters for  
instruction in Morse and semaphore  
under Mr. R. C. Wilson on Friday,  
December 7th, at 6 p.m., and Mon-  
day, December 10th, at 6 p.m.

#### Indian Company.

PARADE.  
All ranks of the Indian Company  
are reminded of the parade to be  
held at the Central Police Station  
on Tuesday, December 4th, at 5.30  
p.m. sharp.

#### Flying Squad.

The weekly instructional patrol  
of the Kowloon Section will take  
place on Tuesday, December 4th.  
Fall in at the Tsimtsui Fire  
Brigade Station at 5.30 p.m. sharp.  
Dress: Winter uniform.

The weekly instructional patrol  
of the Hong Kong Section will take  
place on Thursday, December 6th.  
Fall in at the Central Police Sta-  
tion at 5.15 p.m. sharp. Dress:  
Winter uniform.

#### Sharpshooters' Company.

REVOLVER PRACTICE.  
Members are reminded that re-  
volver practice will be carried out  
at Kennedy Road Range on Sunday,  
December 9th, at 10 a.m.; they will  
assemble at the range at that hour  
with revolvers and belts.

#### Equipment, etc.

The attention of members of the  
Chinese Company and of other  
units are drawn to G.O. No. 65,  
dated November 5th, and instruc-  
tions contained therein must be ad-  
hered to.

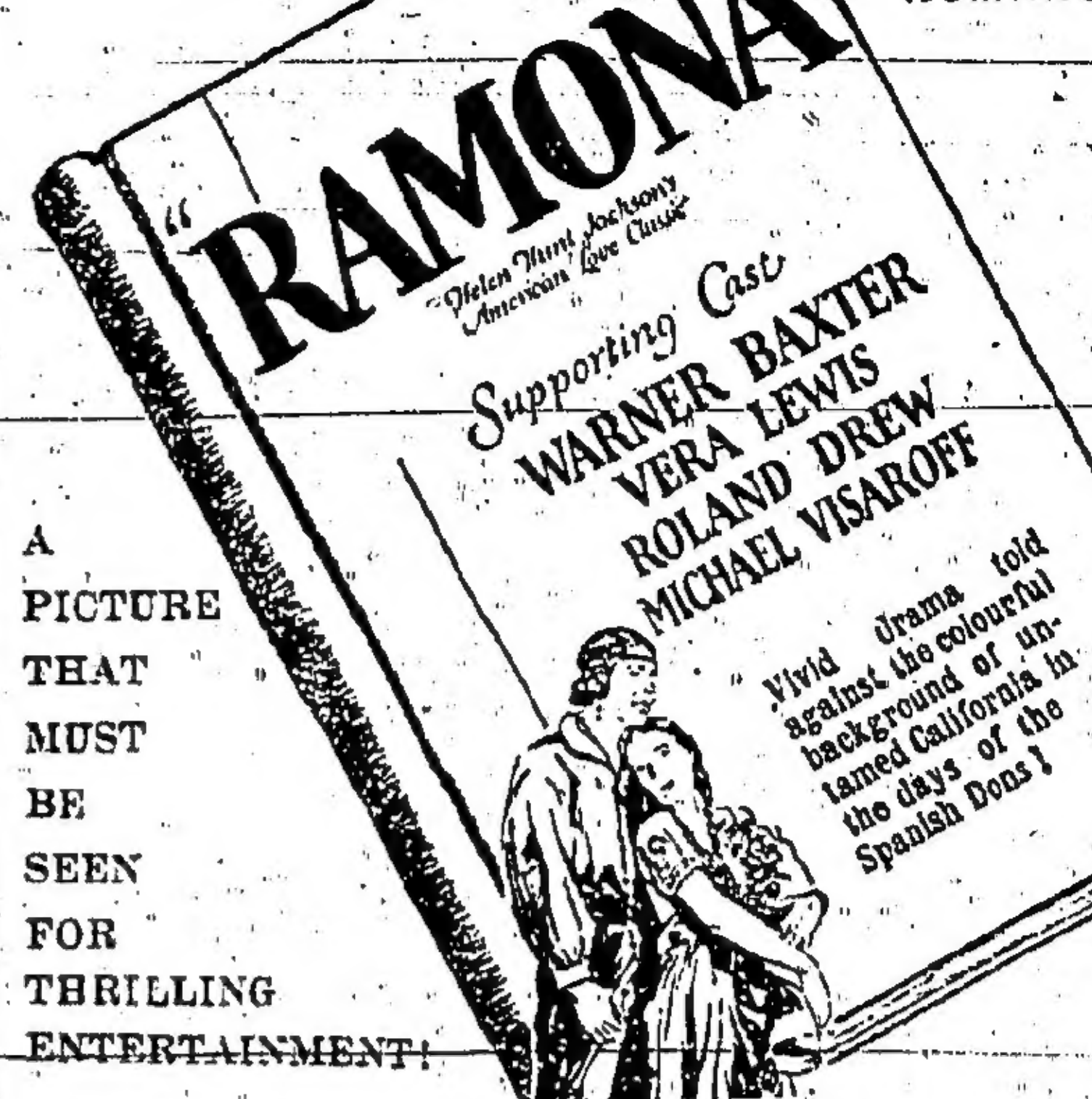
(Sgd.) D. L. KING, D.S.P. (R),  
Adjutant.

Hong Kong, December 4th, 1928.

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tures in a jazz mad world!

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## PROFESSOR SHELLSHEAR'S CROSS-EXAMINATION.

"I WONDER WHAT YOU WOULD THINK  
REMARKABLE."

"STATISTICS AND MATHEMATICS."

## ELEVENTH DAY OF CARVALHO YEO TRIAL.

The cross-examination of Professor Shellshear, the handwriting expert called by the defence, occupied most of yesterday's hearing of the case at the Supreme Court before Mr. Justice Jackson, in which Carvalho Yeo, formerly employed at the Treasury, is charged with having forged and uttered three cheques purporting to have been issued by the Treasury on the Hong Kong and Shanghai Banking Corporation.

Mr. Eldon Potter, K.C., tried every means of shaking the Professor's evidence with regard to the signatures and the handwriting on the body of the disputed cheques, which the expert considers genuine, but with little success.

Professor Shellshear admitted that the number of unusual features which were common to all three cheques was "strange" but would go no further. Mr. Potter exclaimed "I wonder what you would think remarkable?" but the Professor, who maintained throughout the course of a long cross-examination an imperturbable dry and precise manner, refused to be drawn.

During the morning session at the request of Mr. Potter, the Professor wrote the name "T. Black" for demonstration and counsel observed amid considerable amusement from the Court that Dr. Shellshear had "quite unconsciously" produced Mr. Black's signature and added "I shudder to think what you could do in a year's time."

Thus at the end of the eleventh day of the trial the position is that while the handwriting expert still maintains that the cheques were not forged, the prosecution has been able to show that they have many features in common which are not well established characteristics of the handwriting of either of the three men by whom they purport to have been written, and Mr. Potter elicited an affirmative to his final question, before the Court was adjourned, that given the points we have found to-day, any man could pick out these three cheques, owing to certain peculiarities they have in common, from a bundle of 2,824—and these three cheques are the three alleged forgeries.

Mr. F. C. Jenkin, instructed by Mr. C. A. S. Russ, is for the defence, and the case for the Crown is being conducted by Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon.

### A New Aspect Or A New Argument.

Mr. Jenkin, for the defence, said that before the cross-examination of Professor Shellshear was resumed he wanted to be clear on a point which had arisen at the previous hearing. He had gathered them from the cross-examination that the Crown was resting its case on certain statistics with regard to the signatures. He suggested that if so it opened up a new aspect which had not been previously mentioned and he would have to call evidence upon it.

Mr. Messer, Mr. Black and Tsang On Wing were called to give evidence as to handwriting, continued Mr. Jenkin, and it was only in re-examination by Mr. Potter, after he (Mr. Jenkin) had sat down, that Mr. Messer was asked as to the probabilities of three cheques (the alleged forgeries) being signed by Mr. Black with the "B" commencing in a certain place, out of nearly 3,000 cheques.

Mr. Potter, for the Crown, said that he failed to appreciate Mr. Jenkin's objection. Out of 2,824 cheques they would not find one with the "B" of Black starting in the same place as it did on the alleged forgeries. It was a new form of argument but not a new point.

His Lordship asked Mr. Potter whether he intended going any further with the point.

Mr. Potter replied that he did not, except on the facts that had been proved and established. The point was merely what were the probabilities as to the letter "B" starting in a certain place.

Mr. Jenkin stated it was not a question as to whether they were going any further with it. He wanted to know whether they were going into it at all, and whether any weight would be given to it. If it was going to be proceeded with, he would meet it.

Mr. Potter said that he was not going to give up his argument. Could it be seriously said that he could not ask what were the probabilities of any three cheques out of 2,824 being signed with the "B" in a certain place? Mr. Jenkin talked about science, but he could answer it in any way he liked.

His Lordship pointed out that Mr. Messer made the statement in the box and it was not challenged.

Mr. Jenkin: It was in re-examination.

"A Right To Drive It Out."

Remarking that Mr. Jenkin had not pressed the point, his Lordship said they were going round the fringe of the matter and he did not think they would go deeply into statistics. They might have to, although he did not think the jury would wish to.

Mr. Jenkin remarked that his Lordship had just said they might have to go into it. Were they going into it or not? If so, then the defence should have a chance to meet it.

His Lordship replied that they could not go into it very deeply, and he did not suppose anyone would want to. The jury would probably arrive at a decision without it.

Mr. Jenkin: What case is the Crown making against me? Is it going to base it on statistics?

Mr. Potter stated it was only to drive home the impossibility of the three cheques being genuine. If there was any fallacy, the jury would see it.

Mr. Jenkin: Well, if they say it is to be driven home, then I have a right to drive it out.

### Shades Of Pen Pressure.

The cross-examination of Professor Shellshear by Mr. Potter was then resumed. Witness agreed that there were ordinary pen pressures, on the left and right of the stroke and the "neutral" pressure. He further agreed that a forger might, by accident, exert any of the three pressures so that the writing coincided with the genuine hand. At Mr. Potter's request the witness copied the "pen pressure" evidenced in Mr. Black's signature. Mr. Potter commented that it was not a bad forgery and witness had forgotten nothing not even the tick at the end of the "k." Of six specimen signatures of Mr. Black handed to him the witness agreed that four showed pressure to the right but he was doubtful of the other two.

Mr. Potter: Will you take it from me that I took those cheques from a bundle at random and that is the result?—Yes.

Will you accept this from me, that Mr. Black, in fact, exerts pressure both on the right and the left?—Yes. I would like to point out that in Mr. Black's "B" and "k" the pressure is greater on the left on the specimens I have been looking at.

Mr. Potter:—I dare say in those letters I could find pressure on the right.

### Pressure And The Forger.

Mr. Potter: I suggest to you that any man who has imitated that signature and followed the form of it must reproduce similar pen pressure if he is to produce a passable forgery! I don't care what method he used, he would inevitably reproduce the same pen pressure! He will not reproduce its quality.

I put it to you that a man, and some men are gifted in this way, can copy that signature for a day, a week or six months, and he will then be able to put inside the cheque or document from which he was copying, and will be able to reproduce the signature as if it were his own, because he has made it his own?—That is what I do not believe.

I suggest that you made a good beginning yourself?—It was full of faults.

Mr. Potter: Never mind, there are far more cogent points in this case than this.

### "Characteristics" And "Features"

Counsel suggested that on looking at the enlarged picture, there could be clearly seen the upstroke of the pen in the letter "c" in the "Mo" which resembled an "e." That stroke appeared to break at the top of the "c" and the writer appeared to have recommenced.

Witness: I should like the jury to see that.

He did not agree that it was open to Mr. Potter to say that the "e" had not been written in one continuous stroke.

Questioned as to the blob which witness had previously referred to, Professor Shellshear said the blob was a common feature in many types of handwriting.

Professor Shellshear explained that when he used the word "characteristic" he was referring merely to features and was not suggesting it was distinctly characteristic in that person. He did not mean it was present in that person's writing and in the writing of no one else.

Mr. Potter asked whether the crossing on the cheque was characteristic of the writing of Tsang On Wing.—No.

Asked why Tsang On Wing could not have used the red-ink crossing chop of the Treasury, witness replied that that was not a question for a handwriting expert.

Witness was asked to find from among the 2,824 cheques, specimens in which the "T" and the "B" were co-related in the same manner as in the three allegedly forged cheques. Mr. Potter in making that request, drew attention to the position of the "B" and the slope of the "T" and their proximity to each other. Witness said he could not find no such cheques.

In regard to Mr. Messer's signature, Mr. Potter drew attention to a certain "e" formation in the "Mc" and asked witness to produce a single cheque where there was a similar "e" formation in the "Mc."

Witness replied that he could not produce any, but had come across three or four doubtful instances.

A great rarity!—Yes.

"Any Man Could Pick Them Out."

Mr. Potter then drew witness' attention to the three signatures of Mr. Messer which were alleged to be forged. He said the lines under Mr. Messer's signature appeared to run along the dotted line.

Witness agreed.

Counsel, after getting witness to examine a number of cheques, observed that in about ninety per cent. the line ran off the dotted line.

In regard to Mr. Messer's signature in relation to the right edge of the cheque, witness agreed with Mr. Potter that only seventeen cheques bore signatures as much to the left as in the case of the Katz cheque. Only two specimens bore signatures so much to the left as the Man Lee cheque.

Asked if he could produce any cheque, from the 2,824 specimens in Court, which bore all the characteristics which Mr. Potter had pointed out as existing in the alleged forged cheques, witness replied that he could not.

Mr. Potter: I put it to you that if you like to take any number of cheques and I put these three forged cheques amongst them, you will pick these out of any number, once I give you these points?

Witness: Yes, I would. Any man could pick them out.

Mr. Potter: Thank you very much.

### Characteristics Of Defendant's Handwriting.

Resuming the cross-examination in the afternoon session Mr. Potter asked witness if it were not a characteristic of Tsang's handwriting that he placed the dot of an "e" high up and in the form of a stroke from left to right and that if often appeared to the right of the letter.—Yes.

Witness agreed that a cheque drawn on the Instone Banking Corporation by "Chan Man Wai" (one of the aliases used by Yeo) showed the same type of dot as far as the direction of the stroke was concerned, its inclination and position. The same qualities were admitted to be present on two other Instone cheques and two drawn on the Netherlands Bank by "J. K. d'Almada."

Witness admitted further that the handwriting of Tsang and Yeo had the same characteristic of bringing the end of the "s" round when writing "as" as in "thousand," a letter and several cheques being handed to witness to establish this point.

Mr. Potter put it to the witness that Tsang wrote "c" as an ordinary capital in "co" on the cheques, but in the word "cents" he had written it more like a "b."

Witness: I haven't made records of that but I have noticed it.

Mr. Potter: In the two cheques, exhibits A, B, there is a clear "B"

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34823	Salt Industrial Bank.	19/10/20		A qty. of Sulphur Black (said to be 81 piculs).
34855	do.	21/10/20		A qty. of Sulphur Black (said to be 87 piculs).
7056]				BUTTERFIELD & SWIRE, Agents.

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formation in the body of the cheque cents—but in exhibit C you have the "C" form. In other words in two out of three you have the formation which Tsang is not in the habit of using.—"I would not go so far as to say that," replied the witness, but as the question being repeated he agreed "Yes."

Mr. Potter: The "o" in "thousands" in exhibits A, B and C is open at the top. I put it to you that you can go through all his December cheques and find no "o" comparable to the "o" in exhibit B.

I have been through a few for that point and I found two in which the "o" is opened.

Mr. Potter: I put it to you, as a fact, that of the December cheques only 8 out of 100 have an open "o" and none of them is comparable to the opening in exhibit B.

Yes, I believe that is so with regard to the word "thousand" but I cannot say about other words.

Various cheques drawn by the defendant on the Instone and Netherlands Banks were then handed to witness, who agreed that the "o"s were open but said that it was an entirely different shape of opening. (Continued on Page 8.)

## THEATRE ROYAL

Dec 14th, 15th, 17th, 18th,  
21st and 22nd at 9 p.m.

MATINEE: Wednesday,  
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(7046)



## STAMPING OF SHARE TRANSFERS.

CHINESE BANKERS AND MERCHANTS UP IN ARMS AGAINST AMENDMENTS.

GENERAL CHAMBER OF COMMERCE ASKED TO JOIN IN PETITION TO GOVERNMENT.

The proposed amendments in the law relating to the stamping of share transfers which the Government is to introduce to the Legislative Council are causing no little anxiety to Chinese bankers and business men. Yesterday at the monthly meeting of the Chinese General Chamber of Commerce, a vigorous protest against the proposed amendments was entered by the Chinese Bankers' Association. This protest was echoed by all the commercial magnates of Nant-Pak Hong. Many views were expressed, and it was unanimously declared that if the proposed bill is put through, business in the Colony would be impossible.

The proposed bill, which was first mooted in 1921 and eventually kept in abeyance on the advice of the late Mr. Stephen, Chief Manager of the Hong Kong and Shanghai Banking Corporation, has already roused the indignation of local European share brokers. They are determined to fight the amendments, and it was suggested that Mr. F. C. Jenkin be briefed to plead their cause before the Council. They will, therefore, be glad to know that the Chinese bankers and merchants are with them in their fight against the bill. The two Chinese members of the Legislative Council—Mr. Shou Son Chow and the Hon. Mr. R. H. Kotewall—are to be asked to vote against the proposal.

There was a large number of Chinese bankers and merchants at the monthly meeting of the Chinese General Chamber of Commerce held yesterday afternoon. They were there specially to discuss means of fighting the proposed amendments to the law relating to the stamping of share transfers which the Government intends introducing to the Legislative Council. Mr. Li Yau Tsun, Chairman, presided.

## Bankers' Protest.

A letter was read from the Chinese Bankers' Association in which they protested against the proposed bill. Several reasons were given. The letter stated that merchants had not recovered from the effects of the General Strike, business still continued to be depressed and this year was the worst year that merchants have had during the last forty years. The proposed bill would seriously affect bankers and merchants. The letter concluded by asking the Chamber to join them in a protest and also to enlist the sympathy of the two Chinese members of the Legislative Council.

## Mr. K. K. Lo's Views.

Mr. K. K. Lo was invited to give his views on the proposed amendments. He said that he had already been asked to draft out a petition to the Government which would be signed by practically all the Chinese bankers and merchants of the Colony. He had already intimated to the Colonial Secretary that a petition would be sent and had requested him not to proceed any further until he had received a reply to the effect that while the Government would consider the petition, it must be sent in at an early date, because the bill was to be introduced to the Legislative Council in January, next year.

As to the proposed bill itself, Mr. Lo said that it was nothing new. It was first introduced in 1921, but thanks to the late Mr. Stephen, Chief Manager of the Hong Kong and Shanghai Banking Corporation, it was held back. Mr. Stephen had advised the Government that the bill was impracticable.

The Hon. Mr. Claude Severn, who was then administering the Government, in dropping the matter had, at the instance of the share brokers themselves, raised the rate on share contract notes. The rate was first up from 82 to 85, and then it went up from 85 to \$10. Commenting on this, Mr. Lo said that if it was a question of revenue, the Government had already profited largely from the increased rates.

Proceeding, Mr. Lo said that the increased rates were still in force and whatever buying or selling was being done on the market, it still helped to swell the revenue. There was therefore no rhyme or reason for again introducing the amendments. Furthermore, the Government had given no explanation as to this sudden change of attitude. This was to be regretted and he thought that in fairness to the commercial interests of the Colony, a full explanation should be given.

## More Ways Than One.

The speaker then gave an interpretation of the various clauses in the proposed amendments. He said that from the wording of the amendments, it was obvious that the primary object was to prevent the stamping of share transfers, hence the first clause which says: "Every person who transfers to any other person any share which is on a share register, which is required by law to be kept within the Colony shall forthwith make and execute an instrument of transfer of such share, which transfer shall contain the true date of the execution of the transfer." Another clause provides that "No person shall accept a transfer of any share on a share register which is required by law to be kept within the Colony unless the instrument of transfer purports to contain a statement of the date of the execution of the transfer and is duly stamped with the appropriate transfer duty."

Commenting on the foregoing, Mr. Lo said that business would be impossible under the terms stated above. If every transfer of shares had to bear a changed name on the scrip, no business could be done. If the measures were intended to prevent the evasion of Estate duties, he said, there were more ways than one of cheating the Government under their system. Such measures only tended to hinder the commerce of the Colony. He instanced the case of a half paid up share. If this was bought by one party who later had occasion to mortgage to another person, and if the transfer had to be made out by a deed of transfer and stamped, the mortgagee might be led to pay up the other half of the share whenever the company had occasion to call for it.

## More Difficulties.

Mr. Lo then went on to give another example of the manner in which the proposal would tend to make business impossible. He took the case of a man who had to get a temporary loan from a private friend. He might hand over some shares to his friend as a guarantee of good faith. If that was to be taken as a transfer, and it could be nothing else under the new measures, how was the original owner to get his share back should the friend happen to be away from the Colony at the time when the original owner particularly wanted the shares to sell on a rising market?

The speaker emphasised the great difficulties which would beset all classes of business men if the proposed amendments were enforced. He concluded by saying that it would be advisable for Chinese merchants to make a strong representation to the Government against the inadvisability of the proposed measures.

## Will The Chamber Join?

Mr. Ho In while associating himself with the views elaborated by Mr. K. K. Lo said that the latter had already drafted out a petition. He would therefore like to know whether the members of the Chamber would associate themselves with the petition.

Considerable discussion then ensued. Mr. Li Yau Tsun, the Chairman, said that he fully appreciated the hardship which would fall on Chinese business men but he would have to place the matter before the Executive Committee of the Chamber before giving a decision one way or the other.

Other members insisted that a meeting should be called on the spot, as there were a large number of members present and their views should be obtained first. After a lengthy discussion the matter was eventually referred to the Executive Committee.

## SHOWING THE CHINESE FLAG.

PROPOSED VOYAGE OF TWO WARSHIPS.

TO ENCOURAGE OVERSEAS CHINESE.

Admiral Chan Chak, Commander of the Canton Squadron, is organising a flotilla for dispatch to places abroad for the encouragement of Chinese overseas. To this end it has been decided to refit the gunboat *Feiyang* and the transport *Loong On*, the latter to be converted into a training ship. A certain number of officers will be selected from amongst staff members of Naval Headquarters and from amongst gunboat commanders and they will receive the necessary training in respect of the control of this proposed flotilla for overseas duties.

The matter was discussed at a meeting held at Naval Headquarters on November 30th, and as a result a resolution was passed that the question be attended to accordingly. Representatives were sent to Hong Kong on the same day to invite tenders for repairing the gunboat *Feiyang*, upon receipt of which a request will be made for the appropriation of the necessary funds. The main features of the plan espoused by Admiral Chan Chak, covering the organisation of the proposed flotilla are as follows:

## Loyal Nationals Overseas.

"Owing to the unstable conditions prevailing in the Republic during the last few years, the Government has found it impossible hitherto to carry out the necessary reconstruction measures. Now that the whole country has been unified, and military operations have ended, the Government is vigorously proceeding with all sorts of reforms for the good of the people. It has also been found necessary that something should be done for the encouragement of the overseas Chinese. It will be remembered that in the establishment of our Party our late Director, Dr. Sun Yat Sen, depended much upon the help of overseas Chinese who rendered valuable services in the repeated revolutionary movements by contributing funds, affording supplies of arms and munitions, and propagating the Party principles. They never felt reluctant even to give up their properties wholesale for the purpose of coming to the aid of their country and to work for the development of our Party."

## Previous Voyages.

It has been the practice of the Governments of the various nations to detail their warships to places abroad for the protection of their subjects residing in foreign lands, but this has not been the practice of our country, which fact has accounted for the insults hitherto given us by certain foreign Powers. It will be recalled that in the twentieth year of Kwang Sui in the Ching dynasty, the gunboat *Tung Wu* of the Naval Bureau in Fukien made a tour of the Eastern Seas, and was enthusiastically greeted upon her arrival by the overseas Chinese in Manila whose joy on that occasion knew no bounds. Later in the third year of Sun Tung, the Manchou Government appointed Tsa Chen as Ambassador, and the late Admiral Ching Bik Kuang as his assistant, and sent them to England on the cruiser *Hai Chi* to offer congratulations to His Majesty King George V. on the occasion of his coronation, and to offer consolation to the overseas Chinese in Mexico and Cuba who were being oppressed at about this time. Needless to say, the *Hai Chi* too received a warm welcome from overseas Chinese wherever she turned up.

Since then no step has been taken by the Government to send vessels abroad, to the great disappointment of the Chinese overseas.

## Government's Duty.

"With the formation of the National Government, it should be the duty of that Government to send warships to places abroad for the consolation of overseas Chinese in view of their past services in backing up the revolutionary movement. In this way the overseas Chinese may be made aware of the kind regard in which they are held by our Party and Government, and may be thus encouraged to contribute funds and to make investments more enthusiastically than heretofore."

"Furthermore, our country has suffered from a lack of men with navigation talents, and if we can embrace the opportunity of sending ships abroad to soothe the overseas Chinese, and to enable the personnel of the flotilla to improve their seamanship through these lengthy voyages, much benefit will be derived from the venture. As the gunboat *Feiyang* is of strong build and is capable of putting out to sea in all weathers, it has been decided to have her completely repaired, and to send her abroad for the above-mentioned purposes. At the same time the transport *Loong On* will be turned into a training ship."

"The selection of crews for the flotilla will also be taken in hand forthwith."

## ROUND THE COURTS.

THE ALLEGED "ANKING" PIRATE.

"SEASICK PIRATE" COMMITTED FOR TRIAL.

At the Central Magistracy yesterday afternoon further evidence was given by police witnesses in the case in which a Chinese stands charged with participation in the piracy of the s.s. *Anking*. Defendant was arrested on a junk at Lyeemun recently and was found in possession of a large sum of money and articles of jewellery.

Detective Sub-Inspector Dorling stated that he carried out investigations on the vessel and showed the jewellery to the crew, but nobody claimed any of it.

Mr. T. Murphy, Assistant Director of Criminal Intelligence, said that he advertised in the Chinese newspapers for *Anking* passengers to come and identify the articles, but there had been no response. Witness gave details of identification parades when the prisoner was placed amongst others similarly dressed. The second comrade picked out the prisoner at once as the pirate who was sea-sick and witness also said that the man was seen in the Chinese saloon several times armed with a revolver. The wireless operator and two cabin boys also identified the prisoner.

Defendant was committed for trial at the next Criminal Sessions.

## THE CANTON FUGITIVE.

Proceedings against a Chinese who is wanted by the Canton authorities on charges of kidnapping and holding for ransom two sons of a Canton money-changer closed at the Central Magistracy yesterday afternoon before Mr. R. E. Lindsell when the man was committed to prison pending the decision of the Governor in Council.

The prisoner still maintained that he was wrongly arrested and was not the man referred to in the charge. In protesting against the extradition to Canton, prisoner said that he was for several years employed at the Kowloon Godowns and further enquiries should be made regarding him. If his presence was not desired in Hong Kong he should be deported and he given the choice to say where he should be sent.

## TRAFFIC OFFENCES.

Major C. Willson dealt with two cases of negligent driving among the weekly list of traffic summonses. In supporting the charge of negligent driving at Leighton Hill Road against the driver of public car No. 451, Sergeant Brown stated that the defendant was driving on the right hand side of the road, and further that he took a corner without sounding his horn which nearly resulted in a collision with another car. Defendant was fined \$15.

A similar fine was imposed on W. K. Fok, an owner driver, for negligent driving, it being stated that he drove on the wrong side of the road in the controlled area of Upper Albert Road and at an excessive speed. He almost collided with Traffic Sergeant Roberts who was on motor cycle patrol.

## UNLAWFUL POSSESSION OF REVOLVERS.

A Chinese stevedore passenger who arrived by the s.s. *President Cleveland* was charged before Mr. E. W. Hamilton with unlawful possession of five revolvers and 1,000 rounds of ammunition.

An application for a remand and bail was made by Mr. E. S. C. Brooks for the defendant. Inspector Oag asked that the case be heard before two Magistrates.

His Worship remarked that it might be convenient for all concerned if the case were heard at the Central Magistracy before two Magistrates. As the offence was a serious one, bail would have to be \$10,000.

A formal remand was granted until to-morrow.

## NEW SAILORS' &amp; SOLDIERS' HOME.

TO BE OPENED BY SIR CECIL CLEMENTI.

H.E. The Governor, Sir Cecil Clementi, K.C.M.G., has kindly consented to open the New Wesleyan Sailors' and Soldiers' Home on the Praya East on Wednesday, January 30th, at 2.30 p.m. \$250 from Royal Tournament Fund.

"While a sum of approximately \$20,000 is still needed to complete the scheme, it is a pleasure to announce that, as the result of representations kindly made by H.E. Major-General C. O. Luard, C.B., C.M.G., who has from the beginning taken the greatest interest in the Home, the Army Council has authorized the payment of \$250 from the Royal Tournament Profits Fund towards the expenses involved in building these new premises."

## ATTACK ON A RICKSHA PASSENGER.

ROBBED AND WOUNDED.

ALLEGED ASSAILANT IN THE DOCK.

A Chinese was charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon with taking part in an armed attack on a Chinese, named Ng Shing Hong, in Prince Edward Road, Kowloon Tong, at 1.30 a.m. on November 12th. The defendant pleaded not guilty.

In outlining the case for the prosecution, Detective Inspector Fallon told his Worship that the complainant engaged a ricksha in Yau-mati on the night of November 12th to take him to his residence at No. 164, Kowloon Tong. When about 200 yards from the Railway Bridge just South of Kowloon Tong four men coming in the opposite direction suddenly closed in on his ricksha, and upset the vehicle and attacked the complainant. Three of them tackled the complainant, while another drove off the ricksha coolie who quickly disappeared. The complainant states that two of the men had knives, but the prisoner, who had hold of him by the neck, did not have any weapon. In the struggle the complainant was stabbed in the thigh.

Articles to the value of \$84.75 were stolen and when the robbers had finished with him the complainant went home, had his wounds dressed and then reported the attack to the Police Station. Commenting on the lighting system of the road, Inspector Fallon remarked that it was very good, with strong overhead lights at the side of the road.

## The Arrest Of The Defendant.

The next morning, the 13th, information was received and a Chinese detective went to Pakhoi Street in Yau-mati where the prisoner was pointed out to him. He went up and detained the defendant and on searching him he found a pipe and a handkerchief which were later identified by the complainant as his own property. A silver wrist watch was recovered from a Chinese pawnshop and also recognized by the complainant as his property.

## The Identification Parade.

An identification parade was held by L. H. C. Calthrop, A.S.P., and only the complainant succeeded in pointing out the prisoner. The ricksha coolie, and the Chinese pawn broker, failed to recognize him. The silver wrist watch had been pawned at 8 a.m. on the morning of the robbery, but the pawn broker could not remember the person who pawned it. When formally charged the defendant said that he had nothing to say.

Evidence of the identification parade was then given by Mr. L. H. C. Calthrop who said that the complainant had no difficulty in recognizing his man and went up to him immediately. The ricksha coolie and the pawn broker could not recognize the prisoner. Dr. Kwan King Leung, who dressed the complainant's wound said that there were two wounds, one a cut in the thigh about an inch deep, and a small scratch. The case was adjourned.

## CHINESE CHAMBER OF COMMERCE.

MONTHLY MEETING HELD YESTERDAY.

MORE ABOUT ANTI-JAPANESE BOYCOTT.

With the exception of the matter relating to the proposed amendments in the law relating to the stamping of transfers of shares, reported elsewhere in this issue, there were no business of importance discussed at the monthly meeting of the Chinese General Chamber of Commerce held yesterday afternoon.

## Herrings From Canada.

From a letter read to the meeting, it was seen that the pickets of the anti-Japanese Boycott Society at Canton, are still surreptitiously seizing goods on the pretext that they have come from Japan. The letter complained that a large shipment of salted herrings which had been specially imported from Canada had been seized.

The merchants who had been victimized implored the Chamber to make known to the pickets that herrings do not come from Japan, and that before seizing any goods, it was their bounden duty to ascertain first whether or not such goods had come from Japan.

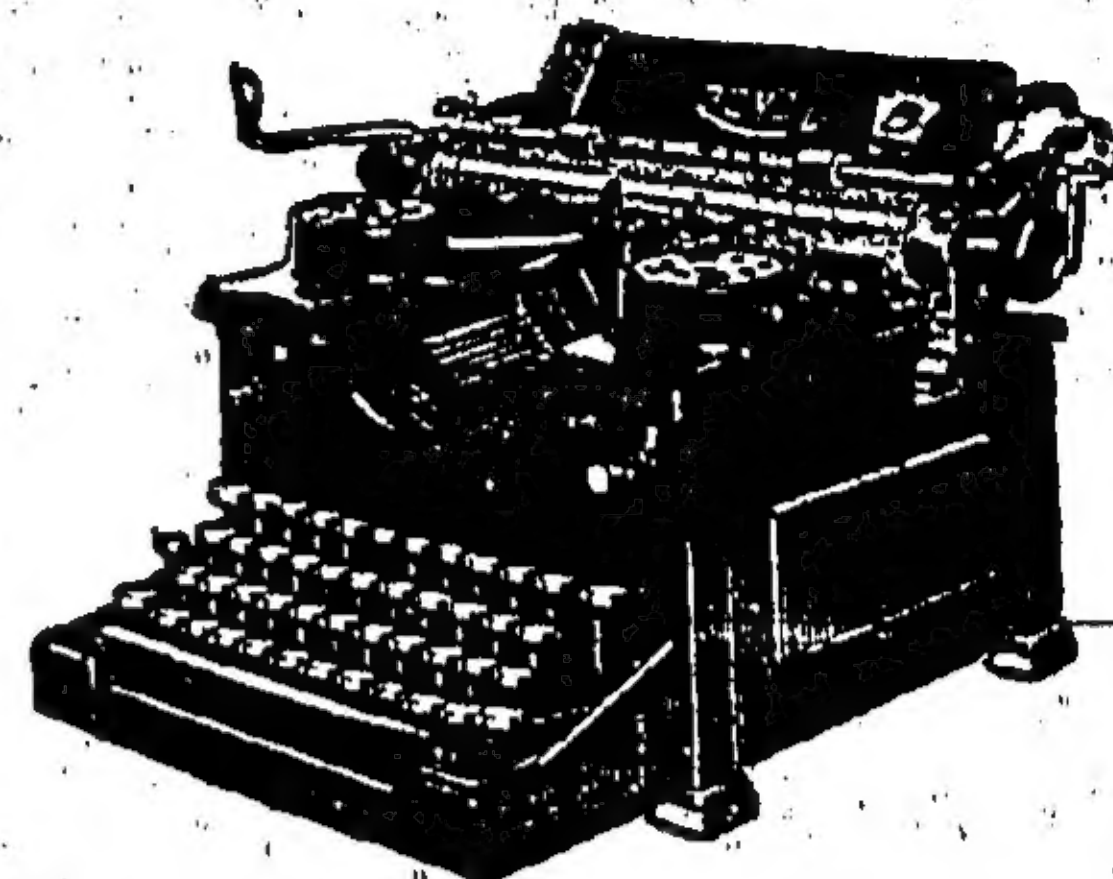
## The Chinese Library.

The Chinese library of the Chamber has been established and books to the total value of \$1,000 have been purchased. There are others to come and it is hoped that before long they would have sufficient volumes to fill ten book-cases. In order to celebrate the formation of the first Chinese library in Hong Kong, a tea party will be given on December 26th, from 2.30 to 5 p.m.

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**THIRD DELEGATE CONFERENCE.**

NOMINATION BY CENTRAL OFFICE.

PROTESTS FROM THE LEFT.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 4th.

A set of rules governing the election of delegates from various Kuomintang branches to the coming Third National Conference of Kuomintang Delegates has been drawn up by the Judiciary Commission at Nanking, and will be referred to the Central Kuomintang for approval. The principle of the rule is more or less similar to what has been proposed, that is, every local Kuomintang is required to name half of its quota of delegates while the other half will be directly appointed by the Central Kuomintang. This method of naming delegates has been stoutly opposed by the "Left" Clique, who consider that it means a deliberate attempt by the "Right Section" of the Kuomintang to eliminate all influence from the Left and other opponent groups.

**CHIANG'S TOUR.**

(Wah Tai Yat Pao).

SHANGHAI, Dec. 4th.

Marshal Chiang Kai Shek will make a tour of Chinkiang, Yangchow, Soochow and Shanghai, starting on Thursday, for the purpose of inspecting various divisions of Nationalist forces and fortresses at Woosung and Kiangyin.

**LAMPSON AT NANKING.**

(THROUGH REUTERS' AGENCY.)

PEIPING, Dec. 4th.

Sir Miles Lampson, accompanied by Messrs. Davidson, Stenale Bennett, and Harding as cipher expert, left for Nanking by train at 11.30 this morning. They expect to reach Nanking on December 7th where they will stay with the British Consul-General, W. Meyrick Hewlett. It is doubtful whether they will visit Shanghai during the present trip to the south.

**FLIGHT DELAYED.**

(Wah Tai Yat Pao).

SHANGHAI, Dec. 4th.

Mr. Chen Hsing Yun continued his flight from Foochow to Ningpo on the afternoon of the 1st inst. Owing to a strong wind he suspended his departure until today when he proceeded to Hangchow, capital of Chekiang.

**CANTON FLIGHT.**

(Wah Tai Yat Pao).

SHANGHAI, Dec. 4th.

Mr. Cheung Wai Jung will fly to Shanghai from Tientsin this morning. The Cantonese Civic Association at Shanghai is making great preparations to extend him an exceptional welcome.

**MOVEMENTS OF NAVAL VESSELS.**

On December 2nd H.M.S. *Kent*, flying the flag of the Commander-in-Chief, China Station, H.M.S. *Suffolk* and H.M.S. *Berwick* arrived at Yokohama.

H.M.S. *Blücher* left Weihaiwei for Pagoda anchorage on December 3rd, and H.M.S. *Magnolia* arrived at Pagoda anchorage from Amoy. H.M.S. *Corfu* arrived at Hong Kong on December 4th.

**FRIENDSHIP WITH SOUTH AMERICA.**

U.S. NAVAL VISITS.

(REUTERS' AMERICAN SERVICE.)

WASHINGTON, Dec. 3rd.

Mr. Hoover's goodwill visit to South America will be closely followed by visits of large sections of the American Fleet to Peruvian and Colombian ports.

A four months' programme for the winter manoeuvres includes the passing through the Panama Canal of the Scouting Fleet, usually stationed in the Atlantic, which will manoeuvre with the Battle Fleet and pay a fortnight's visit to Peru.

Sixteen submarines will visit Cartagena in April, and the Aircraft Squadrons belonging to the Scouting Fleet will be augmented by Navy torpedo planes and will also visit Latin America en route to join the Fleet in the Canal Zone.

**METAL PLANES FOR R.A.F. MORE ECONOMICAL.**

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 3rd.

In the House of Commons, Sir Samuel Hoare, Minister for Air, stated that no more Air Force machines would be constructed of wood.

The reason, he said, was that metal was the more workable and more economical material.

**JAPANESE NAVAL REVIEW.**

STATELY AND IMPRESSIVE SPECTACLE.

BRITISH "COUNTY" CRUISERS.

(THROUGH REUTERS' AGENCY.)

TOKYO, Dec. 4th.

Stirring scenes marked the Grand Naval Review held off Yokohama this morning, in celebration of the Enthronement Ceremonies recently concluded in Kyoto.

In fine weather, more than 150 warships, of all types and sizes, from the great 33,800-ton super-dreadnoughts *Mutsu* and *Yagato*, down to small but aggressive-looking second-class destroyers and submarines of under 1,000 tons, were drawn up in lines, between which the fine 27,500-ton battleship *Haruna*, with the Emperor and his staff aboard, steamed slowly and majestically, accompanied by two sisterships, *Kongo* and *Hiei*, and by the 27 years old *Iwate*, a veteran of the Russo-Japanese War.

**British Cruisers.**

With this grand concourse of Japanese warships were three of the newest units of the British Fleet, the 10,000 ton cruisers *Kent*, *Berwick*, and *Suffolk*, with the flag of Vice-Admiral Sir Reginald Tyrwhitt fluttering from the first of the three. America, France and Italy were represented by the cruisers, *Pittsburg*, *Jules Michelet*, and *Libia* respectively; but, though the American and French vessels were the largest of the foreign warships present, it was the three British cruisers of the County Class that called forth the greatest admiration and their presence brought back to mind the Grand Naval Review of 1905 in celebration of Japan's victory over Russia when Britain, as the ally of Japan, had the proud distinction of being the only foreign Power represented by units of her Fleet.

**Emperor's Salute.**

The Emperor had travelled down by special train from Tokyo earlier in the morning. As he alighted at Yokohama, the air reverberated to the deaf booming of guns, his arrival at the port being the signal for the numerous war vessels lying off-shore to fire a salute of 21 guns. Accompanied by the members of his staff and other personal attendants he at once proceeded to board the waiting battle-cruiser from which he was to review the Fleet, and, as the *Haruna* weighed anchor and began steaming slowly out to sea, a second salute of 21 guns from all the warships present, both Japanese and foreign, roared out their welcome once more.

Simultaneously the throb of aircraft overhead was heard, and a number of seaplanes were seen flying in formation out from the land. With the exception of the battleship *Ise* and the battle-cruiser *Kirishima*, all of Japan's capital ships were present at the review. So also were her two fine new aircraft carriers, *Akagi* and *Kaga*, both of close on 27,000 tons, the latter having been completed only recently. Another recent addition to the Japanese Navy which was seen for the first time, was the 10,000 ton *Nachi*, the first of her Treaty class cruisers to be completed. These, together with many fine cruisers of lesser tonnage and a large number of destroyers, submarines, and other smaller craft, were drawn up in several lines a mile or two out to sea and presented a most imposing sight. As comparisons are sometimes of interest, it may be noted that, although this fine concourse of warships represented only a part of Japan's total naval strength at the present time, two units which took part in the review, the super-dreadnoughts *Mutsu* and *Yagato*, were, together, heavier than the aggregate tonnage of the entire Japanese fleet, which, thirty-four years ago, proved to an astonished world its ability to defeat China.

**VOLGA IN FLOOD.**

VILLAGES INUNDATED.

(THROUGH REUTERS' AGENCY.)

Moscow, Dec. 3rd.

As the result of a storm in the Caspian Sea, the River Volga has overflowed in the neighbourhood of Astrakhan.

Numbers of villages have been inundated and people have been compelled to take refuge in boats and on the roofs of houses.

Many houses have been destroyed and a large number of cattle drowned.

**SIMON COMMISSION BOYCOTTED.**

NATIONALISTS ASSAULTED.

UNNECESSARY VIOLENCE.

(THROUGH REUTERS' AGENCY.)

ALLAHABAD, Dec. 4th.

As a protest against the alleged unnecessary violence of the police in dealing with Nationalist Demonstrators against the Simon Commission at Lahore and Lucknow, where the late Laj Patrai was injured, Motilal Nehru has appealed to Nationalist newspapers to refrain from publishing the proceedings of the Commission, and is also urging a social boycott of the participants in the "assaults" on the demonstrators and also of all who are co-operating with the Commission.

**Landlords' Views.**

The United Provinces Landlords Association has rescinded its previous decision to boycott the Simon Commission, and has submitted a memorandum of their views to Sir John Simon. It has announced the appointment of a small committee to three wings of the Conference to enquire into the claims of depressed and other backward classes in the United Provinces.

**"CHIEF MAQUILLA."**

REPORTS OF FOUNDERING CONFIRMED.

NO LIVES LOST.

(THROUGH REUTERS' AGENCY.)

SHANGHAI, Dec. 4th.

The agents have received information that the *Chief Maquilla* foundered on November 30th, but no lives were lost.

The big Canadian grain-steamer, the *Chief Maquilla*, carrying a crew of forty, on her way to Shanghai from Kildonan, British Columbia, sent out urgent S.O.S. messages when about fifteen hundred miles west of Kildonan.

The Japanese ship *draba Maru* immediately raced to the rescue. The urgent wireless calls from the *Chief Maquilla* were picked up by many ships, and four ships, including her sister-ship, the *Chief Chiano*, rushed to assist the *Chief Maquilla*, whose crew is composed of Chinese with white officers.

The vessel was commanded by Captain Scott, an Englishman. It is believed that the cargo of grain shifted in the heavy seas, thus causing a dangerous list.

**HARROWING SCENES AT TALCA.**

GRIM SEARCH FOR THE MISSING.

CHILEAN EARTHQUAKE HAVOC.

(REUTERS' AMERICAN SERVICE.)

New York, Dec. 3rd.

A horrifying spectacle of dozens of bodies of the victims of the Chilean earthquake disaster roughly wrapped in blankets or other materials and stacked against walls, greets visitors to the devastated regions.

Amid the ruins of countless homes, people are to be seen madly digging in search of the bodies of their relatives who are missing. The main features of the terrible scenes are graphically described by a Telephone Company official in a message from Santiago de Chile, who flew to Talca, which has almost been wiped out by the earthquake.

**Ship Searching.**

After alighting, the official had to clamber over huge piles of debris of what were once magnificent public buildings and fine residences. All the streets are hopelessly blocked by the ruins, and dead bodies recovered are lying in rows against the few walls standing.

People are still searching for the missing, and the extent of the casualties is at present impossible to estimate, though it is stated that at least 215 have been killed outright in the various devastated areas, while 257 persons are reported to have been seriously injured. Over 2,000 have been slightly injured, and 20,000 are homeless.

**Cathedral Wrecked.**

The official confirms the fact that the fine Cathedral at Linares, near Talca, has been severely damaged. It has not collapsed entirely, but is almost beyond repair.

The Bishop of Linares to-day visited the scenes of tragedy administering the last rites to the dying.

The damage at Talca is said to be not less than \$2,500,000. The hospital which was wrecked by the tremors, afterwards caught fire and was completely gutted.

Hundreds of the injured are now housed in tents and in emergency shelters.

**APPOINTMENT OF COMMISSION.**

SIGNATURE OF STATE PAPERS.

DOCTORS' ANXIOUS VIGIL.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 4th.

An authoritative statement issued at 10.30 last night that the slight improvement in the King's condition, indicated in the evening bulletin, has been maintained has momentarily alleviated anxiety with regard to His Majesty's illness.

Sir Stanley Hewitt remained at the Palace last night as a matter of convenience so that if any attention upon the King proved necessary he would be in readiness. Sir Stanley has on previous occasions since the beginning of the King's illness stayed at the Palace for a night, so that no serious significance is indicated by his presence.

**The Vital Period.**

The King's illness has now lasted fourteen days. The more favourable news in yesterday's and this morning's bulletins has greatly encouraged the hopes that His Majesty's strength will enable him to tide over the vital period of the next day or two. The improvement in the condition of his lungs, indicated by the doctors will serve, it is generally believed, to relieve the strain on the heart which is always involved in an illness of this nature.

Small doses of oxygen were given him on Sunday night and helped his resistance. It was administered not as an extreme measure, but as a means of aiding the breathing, and its effects were good.

**IMPROVEMENT MAINTAINED.**

LONDON, Dec. 4th.

The bulletin issued at 10.30 a.m. states that the King passed a quieter night, though anxiety concerning his heart must continue. The improvement noted yesterday evening has so far been satisfactorily maintained.

Reuters learns that the King's physicians are now awaiting an increase in His Majesty's strength. Their anxiety at present centres almost entirely on the condition of the heart. It is hoped that if the King secures a restful day, a further improvement in his condition may be recorded in to-night's bulletin.

A brief Privy Council meeting was held at the Palace, and was attended by Mr. Baldwin, the Archbishop of Canterbury, Lord Davidson, the Home Secretary, the Duke of York and Sir Maurice Hankey.

**King Sees Bulletin.**

At the beginning of his illness the King requested that he should be shown the doctors' bulletins as issued to the public, and it is understood that these have been regularly placed before him throughout his illness. The morning bulletin stated that "the slight improvement in the King's condition noted this morning has been maintained. His temperature is nearly normal, but it is necessary to emphasise that anxiety concerning the heart still persists."

**Commission Appointed.**

Owing to the difficulties in the signing of state papers, it has been decided to appoint a commission to assist the King. This commission, which met this morning, includes the Lord Chancellor, Lord Halsbury, the Archbishop of Canterbury, the Duke of York, the Prime Minister and the Lord President of the Council, Lord Balfour. Normally scores of documents go to His Majesty for signature during the week.

The last occasion on which such a commission was appointed was in March 1925, when the King went on a yachting cruise in the Mediterranean, during his convalescence from an illness less severe, but similar to that from which he is now suffering.

**Hurried Journey.**

It is officially announced that the Prince of Wales will leave H.M.S. *Enterprise* at Suez. He will cross Egypt by train and will continue his journey homeward in the cruiser *Frithamer*, which will convey him from Alexandria to Brindisi. Thence His Royal Highness will travel overland most probably via Turin, Modane and Paris.

**Duke's Return.**

It is learned from Broken Hills that the Duke of Gloucester received his first news of the illness of His Majesty three days ago, while he was shooting in the Bangweulu Swamps, North Rhodesia. (Continued on next column.)

**NEW ARCHBISHOP ENTHRONED.**

IMPRESSIVE CEREMONIAL.

MARBLE CHAIR OF SAINT AUGUSTINE.

(BRITISH WIRELESS SERVICE.)

RUGBY, Dec. 4th.

Clergy from all parts of the world, representing many denominations were present in Canterbury Cathedral to-day when the enthronement of Doctor Cosmo Gordon Lang as Archbishop of Canterbury and Primate of all England was conducted with impressive ceremonial. Owing to the King's illness some notable persons, including the Prime Minister, were prevented from attending, but the ritual appropriate to the occasion was carried out in full before a congregation of 4,500.

In accordance with precedent the Archbishop was placed in the archiepiscopal throne by the Archdeacon of Canterbury. The Dean of Canterbury while the anthem was sung conducted the Archbishop to the marble chair of Saint Augustine, where he was seated as a symbol that he is the successor of Augustine.

His Grace gave his first blessing at the high altar, and while the congregation remained kneeling, he moved to the steps by the choir screen to bless the people in the nave, and then to the open space outside the west door of the Cathedral to bless the city and country and people.

**SOVIET NATIONAL DEFENCE.**

GREATLY INCREASED EXPENDITURE.

(THROUGH REUTERS' AGENCY.)

Moscow, Dec. 3rd.

The Soviet Union budget, presented to the Central Executive Committee by Briukhanoff, the Commissar of Finance, includes 840,000,000 roubles for national defence compared with 742,000,000 last year. Briukhanoff explained that additional money was needed to improve the educational system and general conditions of the army.

He immediately proceeded with all speed by canoe to Kapsala, where he joined the mail-train for Sakania, arriving there at 2.30 a.m. on Monday.

The Duke shot three lions and twenty-two different specimens of game during his safari. His health is excellent and his weight has increased.

**Terrific Bains.**

The Duke of Gloucester, who was delayed in his motor journey from Abercorn by terrific rains, reached Broken Hills early yesterday morning. Every facility is being offered him in his African journey as he desires to hurry home as speedily as possible. Trains to which his coach is being attached are being accelerated on the journey via Victoria Falls and Bulawayo to Capetown, and it is expected that he will catch the English mail boat *s.s. Balmoral Castle* on Friday.

**Informal Reception.**

BUANA KAWA, Dec. 3rd. The Duke of Gloucester had a delightfully informal reception as he passed through this little town in North Rhodesia en route to Victoria.

He was having a bath when the train arrived at the station, but he came out in a dressing gown rubbing his hands and face, and was met by the manager of the copper-mines, who toasted the Duke's health and happiness.

The Duke of Gloucester drank out of a bottle which he passed to the British residents, who also drank and sang "For he's a jolly good fellow."

It was noticed that the Duke looked grave as he stood to attention while the residents sang "God Save the King."

**Hong Kong's Sympathy.**

The following telegram has been sent by the Officer Administering the Government to the Secretary of State:

The people of Hong Kong have received with feelings of the deepest regret the news of His Majesty's continued illness. On behalf of the whole Colony I tender our humble duty to His Majesty and our heartfelt prayers for His Majesty's early restoration to complete health and strength, together with our sincerest sympathy with Sir Ernest Bickart, the Duke of Devonshire and the Royal Family in their anxiety.

OFFICER ADMINISTERING THE GOVERNMENT.

**Their Majesties' Thanks.**

The reply received from the Secretary of State was: "Reference your telegram of December 3rd. Please accept expression of Their Majesties' appreciation and thanks."

**Secretary of State.****AFGHAN REVOLT SPREADS.**

AMANULLAH'S PALACE BURNED.

TRIBES TAKING SIDES.

(THROUGH REUTERS' AGENCY.)

PESHAWAR, Dec. 3rd.

The rebellion in Afghanistan appears to be extending rapidly, and the situation is becoming increasingly grave. In the course of the past few days, incendiaries have been at work in the vicinity of the Royal Palace at Jelabad and much damage has been done in spite of the strengthening of the Royal Guards.

Reports from the eastern regions of Afghanistan indicate that the first tribe to revolt, the Shinwaris have now been joined by the Khugianis and the Mohmands. The Shinwaris have hitherto been active only on the Dukka side of Jelabad, but it is now reported that the roads on both sides of the city have been cut by the rebels. Jelabad is now in a state of siege, the Government forces being for the time being outnumbered.

The Royal Palace, which is outside the walls of the city, is stated to have been burned, together with the hangars at the local aerodrome. Some fresh assistance for King Amanullah is expected shortly as it is stated that three other tribes, the Tidy, the Mangal, and the Alijaris have arrived to help the Government forces.

**PREMIER'S REPLY TO BRITTEN.**

A MISUNDERSTANDING. AMERICA CRITICAL.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 3rd.

It now appears that Mr. Stanley Baldwin's speech last month expressing a desire for more frequent personal discussion between American and British representatives, inspired Mr. F. A. Britten, the Chairman of the Naval Affairs Committee of the House of Representatives, in his unofficial proposal for a meeting on Canadian soil.

He proposed that the conference should be attended by the U.S. Naval Affairs Committee and the Select Committee of the British House of Commons, and that they should discuss the subject of equality of sea-power between Britain and the United States.

The communication was the subject of questions in the House of Commons to-day, Mr. Baldwin being asked to disclose the nature of his reply.

**Premier's Reply.**

The Premier said he had replied to Mr. Britten cordially reciprocating the spirit inspiring his suggestion and sharing Mr. Britten's earnest desire for a complete understanding between the two countries.

He had pointed out, however, that in his speech of November 13th, he was speaking not of legislation but of Executives of Governments, and it was the absence of facilities for personal intercourse between Ministers which he regretted.

Except to remove this possible misunderstanding of his speech, he felt it would not be consistent with the courtesy which he owed to the United States Government to express any further opinion on a proposal about which he understood they had not been consulted. Mr. Baldwin added that the offer came from a private individual and explained that communication between countries is only possible between Governments. He would, therefore, only repeat his appreciation of Mr. Britten's friendly sentiments.

**American Offices.**

(REUTERS' AMERICAN SERVICE.)

WASHINGTON, Dec. 3rd.

The British Embassy has announced that Mr. Stanley Baldwin has sent his reply to Mr. Britten direct in "consonance with the wishes of the U.S. State Department, which apparently did not favour the use of diplomatic channels."

It is quite evident that the proposals of Mr. Britten have excited much interest and criticism, and the "incident" still holds the front page of the New York papers.

The *Evening Post*, for example, declares that the British Foreign Office has blundered in permitting Mr. Baldwin to make a serious reply to Mr. Britten's "ridiculous and unconstitutional proposal" and in letting Sir Ernie Howard, the British Ambassador, call on Mr. Kellogg in connection with the reply, and thereby placing Mr. Kellogg in the necessary, but undignified position of having to refuse it.

**RUHR WORKERS RETURN.**

(THROUGH REUTERS' AGENCY.)

BERLIN, Dec. 3rd.

Some of the Ruhr metal workers are resuming to-day and the remainder as soon as possible.

**RUHR EVACUATION PROBLEM.**

GERMAN OBLIGATIONS NOT DISCHARGED.

BERLIN DISAPPOINTED.

(BRITISH WIRELESS SERVICE.)

RUGBY, Dec. 3rd.

Germany's demand for the immediate evacuation of the Rhineland on the ground that she has carried out all her Treaty obligations, was the subject of questions in the House of Commons to-day, when Sir Austen Chamberlain, the Foreign Secretary, gave a definite denial to the claim that Germany had complied.

The Foreign Secretary was asked whether it was the opinion of the Government that the German Government had carried out the terms of Article 43 of the Peace Treaty, and if not, whether the particulars in which Germany had not complied could be stated.

**Point of Law.**

Sir Austen Chamberlain replied: "There are two aspects of this question. This particular enquiry relates to the interpretation of the Treaty and is a question of law. There is also the question of policy."

"On the question of law, His Majesty's Government have been advised that there is no legal justification for the contention that Germany has complied with all the obligations imposed upon her by the Treaty so to entitle her, as a right, under Article 43, or otherwise, to demand the withdrawal of forces at present occupying the Rhineland, before the expiry of the period laid down in the Treaty."

**Outstanding Reparations.**

"The chief obligation with which Germany has not yet complied is that of reparations. In the opinion of the British Government, the concession provided for in Article 43 could only take effect when Germany has completely executed and discharged the whole of her reparation obligations."

It is not sufficient that she should be carrying out regularly her undertakings in the matter of current reparations payments. The phrase applicable to the punctual performance of current obligations is that used at the beginning of the Article providing for five-yearly reduction, namely Article 429. The phrase is: 'If the conditions of the present Treaty are faithfully observed.'"

**Joint Evacuation.**

"As to the question of policy, which is equally important, though decided by different considerations, I repeat that His Majesty's Government would welcome the early evacuation of the Rhineland by French, British and Belgian forces irrespective of the legal rights of the ex-Allied Governments to continue their occupation until the expiry of the period fixed by the Treaty."

Sir Austen said that the British Government had had no occasion to make any communication to either the French or the German Governments regarding the withdrawal of British troops in the Rhineland as distinct from the evacuation by all three occupying Powers.

**"Versailles Spirit."**

"The revival of the Versailles spirit," as Sir Austen Chamberlain's statement in the Commons last night has been described, has disappointed political circles. The disappointment is that Germany can only demand the fulfilment of Article 43 of the Peace Treaty when she has entirely carried out her reparation obligations in held to preclude the present international situation and jeopardise Locarno principles."

**AFRICAN SOCIETY'S GOLD MEDAL.**

MARSHAL LYAUTEY HONOURED.

(BRITISH WIRELESS SERVICE.)

RUGBY, Dec. 3rd.

The African Society will to-morrow night honour Marshal Lyautey, the famous French Administrator



## AUSTRALIAN BOWLING TROUNCED.

ANOTHER BIG SCORE BY ENGLAND.

RYDER'S MEN NEED 725 TO WIN.

[THROUGH RUTHER'S AGENCY.]

Brisbane, Dec. 4th.—Some extraordinary cricket was seen to-day when England continued their second innings. All the batsmen were out to score, and to score quickly. Handicapped by the absence of J. M. Gregory, their first bowler, and Kelleway, whose condition is not improved, and whose further participation in the match is doubtful, the Australians found their attack collared and England eventually declared with the score at 242 for eight wickets.

This left Australia with the appalling task of making 742 to win the match and before stumps were drawn they had lost a batsman.

The wicket rolled out from after last night's rain and in a hot sun the game was continued before a crowd of about 5,000 people.

Mead and Hammond, the not outs on Saturday who had made 40 and 10, respectively, continued England's innings. Play was fairly sedate and Hammond left with the score at 112 when only nine runs had been added. The Hampshire left hander was cut leg before, to Grimmett, from the last ball of the first day after lunch. The wicket fell at 163 for 4 which was not particularly good and Mead had taken 3 hours over his innings, hitting seven fours.

**Hurricane Hitting.**

Jardine and Hendren were then associated in a quick scoring partnership, which changed the aspect of the play, the Middlesex professional making 45 in fifty-six minutes and both batsmen delighting the crowd with some splendid driving. Hendren, who was caught off one of Grimmett's slows, hit two sixes and five fours. Chapman's innings was brief but fiery, his 27 including 4 fours, and then he was taken by Oldfield off the slow bowler. Tate, who was also in a slogging mood, his four boundaries and made his 20 runs in seven minutes. Larwood further thrashed the tired bowling and his 37, made in 22 minutes, included 6 fours. The innings was then declared, Jardine having been at the wicket for just over three hours, his boundary hits numbering eight.

A fine tribute to Oldfield's wicket-keeping was that through all that trying innings for Australia only 5 extras were scored. The innings lasted for 356 minutes, and since the earlier stages, including this morning were fairly sedate, it gives further evidence of the astonishing performance of the English batsmen.

Grimmett was again Australia's mainstay and his 6 or 131 represents a very fine performance, and though he must have been pretty severely punished the sturdy little slow bowler stuck it amazingly well. Ironmonger took two wickets for 85.

Chapman had declared with the object of giving Australia a bad patch in the failing light. His policy was well justified when Ponsford snicked one of Larwood's expresses into Duckworth's hands, Woodfull and Kippax then kept up their wickets till had light stopped play.

**Scores:—**

**M.C.C.—1st Innings.**

Hobbs, run out, 49  
Sutcliffe, c Ponsford, b 38  
Gregory, 10  
Mead, lb.w., b Grimmett, 8  
Hammond, c Woodfull, b 44  
Gregory, 41  
D. R. Jardine, c Woodfull, b 35  
Hendren, c Ponsford, b 109  
Ironmonger, 109  
A. P. F. Chapman, c Kelleway, b Gregory, 50  
Tate, c Ryder, b Grimmett, 26  
Larwood, lb.w., b Hendry, 74  
J. C. White, lb.w., b Grimmett, 10

**Extras** 13  
Total 521

**Fall of the wickets:—**  
1/85; 2/35; 3/108; 4/161; 5/217; 6/291; 7/319; 8/443; 9/495; 10/521.

**BOWLING ANALYSIS.**

Runs. Wickets.  
Gregory 142 3  
Grimmett 137 3  
Ironmonger 79 2  
Hendry 1 1

**Australia—1st Innings.**

W. M. Woodfull, c Chapman, b Larwood, 0  
W. H. Ponsford, b Larwood, 2  
A. F. Kippax, c and b Tate, 16  
H. L. Hendry, lb.w. b Larwood, 30  
C. Kelleway, b Larwood, 38  
J. S. Ryder, c Jardine, b Larwood, 33  
D. Bradman, lb.w. b Tate, 18  
W. A. Oldfield, lb.w. b Tate, 7  
C. V. Grimmett, not out, 4  
H. Ironmonger, b Larwood, 0  
J. M. Gregory, absent, 0  
Extras 9

**Total** 192

**Fall of the wickets:—**  
1/85; 2/35; 3/108; 4/161; 5/217; 6/291; 7/319; 8/443; 9/495; 10/521.

(Continued on next page.)

## GOLF.

ROYAL HONG KONG GOLF CLUB.

LADIES' SECTION.

"THE TAGGART CHALLENGE CUP."

The draw for the Taggart Challenge Cup is given below:—  
The competition is open to wives and daughters of resident members and consists of an 18 holes match over New Course, Fanling. Three quarters difference of handicap is allowed.

The 1st round to be played on or before Tuesday, December 18th, the 2nd on or before January 8th, the 3rd on or before January 22nd, the 4th on or before February 5th, and the final on or before February 19th.

The draw is as follows for the first round: Byes: Mrs. Robertson, Mrs. Sherry, Mrs. Pacey, Mrs. Stewart, Mrs. W. N. Fleming, Mrs. Cassidy.  
Mrs. Ferguson, Mrs. Dunnett, Mrs. Ross, Mrs. Davison, Mrs. Somerville, Mrs. Parker, Mrs. Harrison, Mrs. Lewis.  
Byes: Mrs. Lissman, Mrs. Crapnell, Mrs. Sheldon, Mrs. Cameron, Mrs. McEachran, Mrs. Gilmore.

THE LADIES CHAMPIONSHIP, 1928.

## Conditions.

- (1) Open to all ladies who have Hong Kong handicaps and who are either wife or relation of a member or subscriber of the Royal Hong Kong Golf Club.
- (2) To be played for in January on the Old Course (Men's Tees) on week days at times when ladies are allowed to play.
- (3) The final to be played on the Old Course (Men's Tees) on a Sunday and with an umpire.
- (4) Match play without handicap. Entries close December 30th, 1928.

## SHANGHAI FOURSOMES COMPETITION.

A Shanghai Foursome Competition will be held over the New Course, Fanling, on Tuesday, January 8th, for a prize kindly presented by Mrs. Gilmore.

Players to find their own partners and opponents.

Post entries.

## LOCAL FOOTBALL.

## TO-DAY'S MATCHES.

The following games are down for decision to-day.

## Mid-week League.

Kick off at 4 p.m.

Hung Koi School v. China Ath. St. Joseph's ground. Referee: Sgt. Bunting.

P.W.D. Chinese v. Ewo Chinese. China Athletic ground. Referee: L/Cpl. Lees.

South China v. H.K. Police. Caroline Hill ground. Referee: Pte. Lamb.

The game at Caroline Hill is the attraction this week.

The Police will be out to take the points and a very keen match should be seen.

The Athletic should put up a big score against Hung Koi School.

A good tussle should be seen on the Athletic ground Happy Valley, the P.W.D. just taking the points from Ewo.

## A SPECIAL MATCH.

A special match, 1st Bn. Beds. & Herts Regiment v. South China Athletic Association will be played at Sookunpoo, on Sunday, December 9th. Kick off at 4 p.m.

Fall of the wickets:—  
1/0; 2/7; 3/24; 4/40; 5/71; 6/101; 7/105; 8/116; 9/122.

## BOWLING ANALYSIS.

O. M. R. W.  
Larwood 14.4 4 32 6  
Tate 21 6 50 3

## M.C.C.—2nd Innings.

Hobbs, lb.w. b Grimmett, 11  
Sutcliffe, c sub. b Ironmonger, 29  
Mead, lb.w. b Grimmett, 72  
Hammond, c sub. b Ironmonger, 25  
D. R. Jardine, not out, 65  
Hendren, c Ponsford, b Grimmett, 45  
A. P. F. Chapman, c Oldfield, b Grimmett, 27  
Tate, c Bradman, b Grimmett, 20  
Larwood, c Ponsford, b Grimmett, 37  
Extras 5

Total (for 9 wks.) 342

Innings declared closed.

Fall of the wickets:—  
1/85; 2/35; 3/108; 4/161; 5/217; 6/291; 7/319; 8/443; 9/495; 10/521.

## BOWLING ANALYSIS.

Runs. Wickets.  
Grimmett 6 for 131  
Ironmonger 2 for 85

## Australia—2nd Innings.

W. M. Woodfull, not out, 4  
W. H. Ponsford, c Duckworth, b Larwood, 6  
A. F. Kippax, not out, 0  
Extras 1

Total (for 1 wkt.) 17

Fall of the wickets:—  
1/85; 2/35; 3/108; 4/161; 5/217; 6/291; 7/319; 8/443; 9/495; 10/521.

(Continued on next page.)

## RUGBY FOOTBALL.

CLUB v. BEDS AND HERTS REGIMENT.

The following will represent the H.K.R.F. Football Club in a match against the Beds & Herts Regiment to-day at 4.45 p.m.

R. Grieve, L. Goldman, G. P. Lamont, V. H. Koop, M. D. Scott, C. D. Wales, J. L. Bonnar, E. Laidlaw, H. F. Akhurst, W. R. Andrews, J. Riddell, J. R. West, B. P. Massey, W. Leckie and W. Lithgow Smith.

## HONG KONG GARRISON FOOTBALL LEAGUE.

League table up to 1st December, 1928.

	Goals.	P. W. D. L. F. A. P.
H.Q. Wing 1st	7 6 1 0 24 7 12	
Queen's	5 3 2 1 41 10 11	
C. Coy. 2nd	5 3 2 1 41 10 11	
K.O.S.B.	6 5 1 0 21 8 10	
A. Coy. 2nd	8 4 3 1 25 18 9	
Queen's	7 4 3 0 31 13 5	
B. Coy. 1st	7 3 3 1 27 17 7	
M.G. Coy. 1st	7 3 3 1 27 17 7	
M.G. Coy. 2nd	7 2 2 3 14 13 7	
K.O.S.B.	3 3 0 0 8 1 6	
H.Q. Wing 2nd	4 3 1 0 11 6 8	
K.O.S.B.	7 2 4 1 13 20 5	
R.A.M.C.	5 2 3 0 13 19 4	
12th B. Battery R.A.	5 2 3 0 14 13 4	
1st B. Battery R.A.	7 1 6 0 12 24 2	
Queen's	5 1 4 0 2 26 2	
10th B. Battery R.A.	6 0 5 1 5 48 1	
R.A.O.C. and R.A.S.C.	3 0 3 0 1 23 0	

## NEW LINE THROUGH THE ALPS.

## RIVIERA LINKED WITH CENTRAL EUROPE.

A new railway line directly connecting the Riviera with Turin, Milan, the Plain of Lombardy, and Central Europe has been opened by M. André Tardieu, the French Minister of Public Works, and a delegate of the Italian Government. The new line, which runs from Nice on the French Riviera coast to the Italian town of Coni, pierces the French Maritime Alps, the great mountain barrier dividing France and Italy, and eventually joins up with the great railway lines which pass through the famous Simplon and St. Gothard tunnels.

From Nice to the Italian frontier the line is a single track of some thirty miles length. It departs from the existing line, which runs along the coast, at St. Roch, then passes through the Paillon Valley to L'Escarène, and then by way of the Druas Pass reaches the magnificent Bevera-Sospel Valley. Then, by way of the Graian tunnel, the line joins the valley of the River Roya. A new international station is being built at Breil, which is in French territory. The Italians have already a line from Coni to Ventimiglia.

The great work just completed has a very interesting history, which in some respects resembles the project for a Channel tunnel between France and England. The earliest proposal to join France and Italy by penetrating the Alpine barrier came from Italy in the fifties of last century. Nothing came of it. In 1880, however, a new project for joining Nice and Coni was examined by a French Government commission, which turned the idea down, declaring that the proposed communication would imperil the national defences of France. This decision shelved the project for many years. In the late nineties, however, an active campaign in favour of the scheme was started in France. In 1903 the King of Italy visited Paris and discussed the matter with the President. An agreement was concluded some time later.

The work of building the line from Nice to Coni, which included many very considerable engineering feats, such as the construction at L'Escarène of an eleven-arched viaduct 120 feet long, a combined viaduct and metal bridge at Bevera, a tunnel which is nearly four miles long at Braus, and a spiral tunnel over a mile long at Berghil, was interrupted by the war and not resumed until 1918. The new line is expected to bring further prosperity to hotel and restaurant owners on the Riviera by the attraction of large numbers of tourists from Germany, Austria, and Central Europe generally. The French and Italian railway companies are about to put into operation a service of four expresses daily from Nice to Turin.

## PROFESSOR SHELLSHEAR CROSS-EXAMINED.

STATISTICS AND MATHEMATICS.

(CONTINUED FROM PAGE 4.)

## Characteristics Of "Y."

The variations on the thicknesses of the upstroke and down strokes of "y" were then questioned in the same way with a result that it was agreed that in the three suspected cheques in three cases the up strokes were thicker and in two thinner than the down. In the cheques written by Tsang during December Mr. Potter stated that there were 397 cases of the up stroke being thinner.

Witness: I can't accept that. I have not measured them all, but of those I have examined I find sometimes the up and sometimes the down stroke thicker.

Mr. Potter: Could you tell me how many you have examined, and how many of these have the up stroke thicker?

Witness said he had examined 5 "y"s, 4 for that particular point, but he had no idea of the ratio. He pointed out that it was a very nice calculation which took a great deal of time.

## Tsang's Handwriting.

Mr. Potter: You told us yesterday that Tsang's handwriting was bold and flowing. No, I didn't say flowing. I should describe it as a characterless handwriting, not having the same quality of firmness as either that of Mr. Messer or that of Mr. Black.

Questioned as to whether he considered that Tsang's writing was frequently shaky, Witness said, no, and he considered the specimens submitted of shakiness indicated that the ink had not flowed properly.

## Statistics Again.

Mr. Potter: The chances of three cheques being found in that bundle of 2,627 with the "B" of "Black" in exactly the same position as in these three disputed cheques is one in hundreds of thousands—I can't accept that at all. I don't understand the method of computation.

## The Katz Cheque.

Mr. Potter then turned to exhibit A the cheque drawn in favour of Katz & Co. and asked witness if he was not established that Tsang always wrote the terminal "z" with a long loop—Witness replied that he had seen several with long loops, but he had never seen one like that in the exhibit.

Mr. Potter: You said yesterday that Tsang wrote the body of the cheques in his normal writing, why then does he use this abnormal form of "z"?—I can't answer.

Might it be an accident?—Yes. As a suggestion I offer the explanation that he might have written it that way after "t".

Have you found any other "tz"?—No, but the point I made was that as far as I am concerned the "z" was in harmony with the writing on the rest of the cheque.

Mr. Potter: Would not you expect him to use his ordinary form of "z" even after "t"?—One would suggest that he would.

It is then another accident?—Coupled with other accidents. Does it not raise in your mind any suspicion of the genuineness of the cheques?—No, it raises no suspicion.

Yes, suggested that if Tsang made "tz" he would make the "z" small, in the block form?—No, I said I could express no opinion.

You said if he did make a block "z" it would be as it is in the cheque?—No, I said it was in harmony with the rest of his writing.

Two books were then handed up to the witness in which Tsang had written the name Fitz-Gibbon with the long tailed "z" and Mr. Potter remarked that it was extraordinary that he should make the block "z" in the one cheque which was challenged and no were else.

"Even that," he asked witness, "does not shake your confidence?"

Mr. Potter: It is a remarkable thing that there should be a block "z" in the cheque if it is not a forged cheque—it is a feature to be remarked.

That is the highest you would put it?—Yes.

Mr. Potter: I put it to you a fair minded man that it is remarkable that whereas Tsang never uses the block "z," Yeo does. Accident won't account for that. The only fair inference is that it is not Tsang's handwriting—I could never infer from that that Yeo has forged the cheque in question.

Other cheques were produced in evidence, one drawn by Yeo with the block "z."

Mr. Potter: Do you realize that the man accused of writing that "z" has been dismissed by the Court?

## used that form of block "z" —

We have not found a block "z."

He has also sworn that he never did—Yes.

## Objection From Mr. Jenkins.

The back stroke out at the bottom of the capital "K" of Katz next came under consideration, but was abandoned before the witness said he could not be certain if the appearance was not altered by a blot. Mr. Jenkins here objected, saying that the prosecution were continually bringing forward fresh points, and that the witness had not been notified that he needed to examine that part of the "K."

His examinations and measurements took a lot of time and he had devoted his study to the points on which he expected to be asked to give evidence.

His Lordship observed that witness was a handwriting expert and must expect to be cross-examined. He had said that he had examined all the letters carefully.

## Witness undertook to examine the lower stroke of the "K" in order to be able to give an opinion on it at the next hearing.

## Messrs. A Feature Not A Characteristic.

The writing of the word Messrs on the Katz cheque was next examined. It was made to run up which was not, Mr. Potter said, a habit of Tsang's.

Witness: "It is a feature of his writing." Witness agreed that by a feature he did not mean a characteristic and that it was not a habit of Tsang's to run the word up in that way.

## Accident Or Forgery?

Mr. Potter then summed up the findings to which the witness had agreed to peculiarities shared by all the three disputed cheques but not usually found in the writing of Mr. Messer, Mr. Black or Tsang.

"You find," he asked, "the 'tz' formation which is not only not a habit of Tsang's but has never appeared in his handwriting?"

Yes.

You then find an "o" open like a "v"?—Yes.

You find the word "bents" instead of "cents" which is not a habit of Tsang's?—Yes.

You find the capital "B" of Black not in the ordinary place on the cheque?—Yes.

And the "e" in "Messer" extraordinary?—You have only produced one "e" of that kind.

Mr. Potter: Do you explain all these differences as accidents or forgery?—They are accidental differences, except the "z" which I have not examined.

You believe these to be in Tsang's handwriting?—Yes, they are all in conformity with his handwriting.

"I call it forgery," said Mr. Potter. Witness replied that he thought it to be the genuine handwriting of the three men.

## "It Is Strange."

Mr. Potter: You agree that it is an extraordinary coincidence?—I agree that they are coincidences. It is strange?—We will say it is strange, but they are specially selected features.

Are you prepared to go on your oath that it is strange and nothing more?—Yes.

It is inexplicable on your theory, what theory?

Will you accept it that there is only one explanation according to your theory that the brain directs the hand, that it is an accident or a miracle?—I don't see that it is a miracle.

Have you ever seen such remarkable coincidence? I don't see that, it is very remarkable.

Is it not an amazing coincidence that in one of the challenged cheques that is a feature, the "z," which is written as it never was written?—It is certainly surprising.

You can give no explanation of the block "z"?—No.

You still say it is only strange?—Yes.

Mr. Potter: "I wonder what you would think remarkable?"

Mr. Potter: What do you say with regard to the coincidence that these unusual features are in all the three disputed cheques?—These things may occur that I don't know why.

Given the points we have found to day, any man, or woman, could pick these three cheques out of 2,624—Yes.

And these three are the disputed cheques?—Yes.

Mr. Potter then anticipated that it was "no use cross-examining Professor Shellshear any longer," and "let us drop."

His Lordship adjourned the Court.

(Continued on next page.)

## MRS. MEYRICK IN TROUBLE.

PROSECUTION OF SERGT. GODDARD.

"NIGHT CLUB QUEEN" ARRESTED.

[THROUGH RUTHER'S AGENCY.]

Longs, Dec. 3rd.—The swift action taken by Scotland Yard following definite evidence of the leakage of police secrets connected with proposed raids on notorious night clubs, has given a sensational turn to the case in which Sergeant Goddard, of the Vine Street Police Station, is charged with corruptly accepting a gift of £80 from Mr. Ribuffi, the assistant manager of the Ufelle's Club in Albemarle Street.

Sergeant Goddard, failed to account to a police court-martial for the possession of £12,000, alleged to have been obtained by aliens running night-clubs. He was dismissed from the Force, and subsequently charged.

When he appeared in the dock on remand at Bow Street this morning, two new prisoners were with him. One was Mr. Ribuffi, the so-called "Night Club Queen."

## Mrs. Meyrick Arrested.

Mrs. Meyrick was arrested on Saturday a few days after her release from Holloway Prison, where she had been serving a sentence of six months' imprisonment for breaches of the Licensing Laws in a West-end Club. The Police Magistrate when her case was heard recalled the numerous occasions on which Mrs. Meyrick had been heavily fined for similar breaches, and said that fines were inadequate to deal with such a case.

Sergeant Goddard, Ribuffi and Mrs. Meyrick were all charged this morning under the Prevention of Corruption Act.

Counsel for the prosecution, Mr. Clarke, said that evidence would be submitted to show an anonymous letter was received at Scotland Yard on August 23rd, this year, alleging that Sergeant Goddard was flagrantly receiving bribes from the proprietors of night clubs.

The letter was handed to Sergeant Goddard, who declared that he had accumulated the money to buy a house and a motor-car by thrift and by successful speculation in horse-racing.

## Safe Deposits.

It has since been discovered that Goddard did not bank the money he received, but had two safes in an Oxford Street Safe Deposit, and that he took another safe in Pall Mall on November 5th.

When detectives obtained access to this latter safe, no less than £12,000 were found inside in bank notes. Among them were nineteen £10 notes which had been traced to Mr. Ribuffi and four to Mrs. Meyrick.

Sergeant Goddard had reported favourably concerning the conduct of Ufelle's Club, owned by Mr. Ribuffi in April, 1926, and July, 1927.

## Mrs. Meyrick's Objus.

Counsel also reviewed at some length the vicissitudes of the various clubs controlled by Mrs. Meyrick, on which Sergeant Goddard frequently reported.

Finally, Chief-Inspector Cooper organised an independent observation without Sergeant Goddard's knowledge, resulting in the conviction and imprisonment of Mrs. Meyrick in June.

Mr. Clarke mentioned that other charges were pending against Goddard in connection with brothels under his observation. He also asserted that Sergeant Goddard periodically made gifts to his assistant, Police-Constable Wilkins.

Evidence was given by Chief-Inspector Cooper bearing out the main points of counsel's opening.

## Ninety Times Commended.

Cross-examined, Inspector Cooper said he believed that Goddard had been commended and rewarded by the Commissioners on ninety occasions in the past nine years.

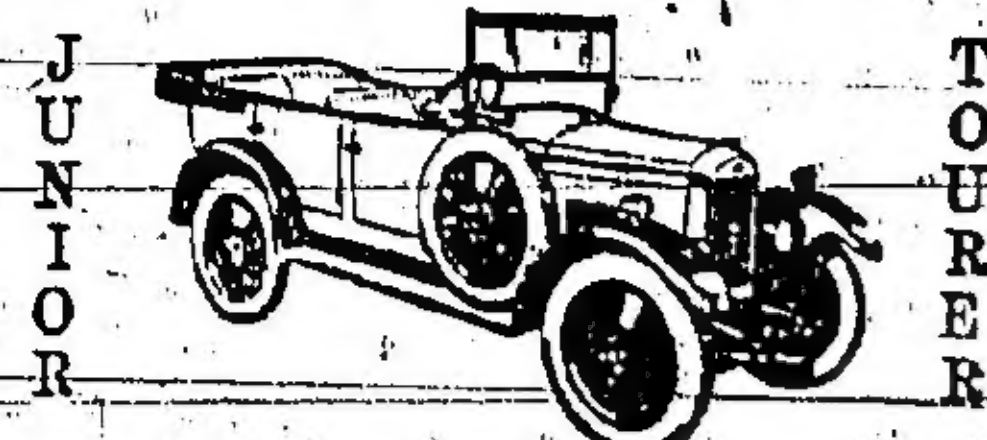
He also agreed that Goddard raided on an average quite twenty clubs every year.

Goddard's pay was £26 per week, and he was sometimes rewarded for special work.

Inspector Cooper also agreed that Sergeant Goddard knew that the prosecution was pending, but had made no attempt



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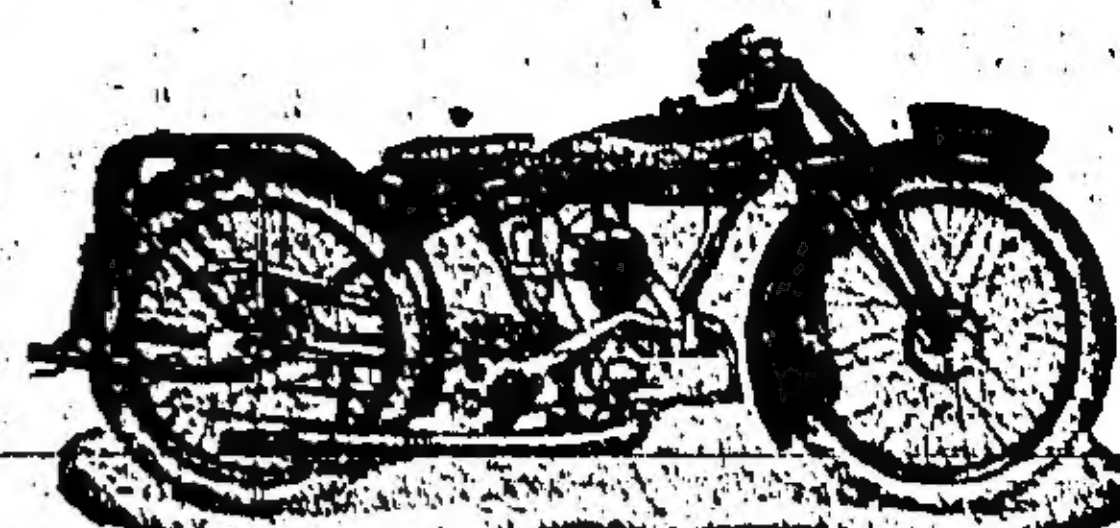


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# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Testing Cars—The Singer Programme—Some Trial Trip—Mistakes We Make—A Royal Motorist's New Car—Road Across Africa—Triumphs of British Engineering.

## MOTOR NOTES.

### MOTOR-CYCLES FOR ALL.

A survey of the exhibits at the Motor Cycle Show at Olympia revealed the fact that more motor-cycles than ever are now being marketed at under £30, and of a type eminently suitable to utility work. The industry is beginning to cater increasingly for this enormous and almost untapped market. By utility is meant transport as the primary function of a motor-cycle rather than its use as a means of pleasure or as a hobby. Motor-cycling of every kind is rapidly becoming more and more a matter of utility. Years ago the ownership of a motor-cycle or motor-car was generally confined to those of affluence, who purchased them simply for the pleasure derived from their use. To-day, an ever-growing number buys motors simply to get from place to place by road instead of by rail or by public transport: the convenience of a personal conveyance is impressing itself more firmly on the minds of all. The motor-cycle meets this popular demand at low initial and maintenance costs.—*Motor Cycling.*

## BRITAIN'S ROAD VEHICLES.

Taking into consideration all classes of motor vehicle and appliances (such as fire-engines, refuse collectors, etc.) used solely or primarily in the course of industry or public service, the number in Britain of such vehicles and appliances, at the end of the year 1927, was over half a million (the estimated number being 523,733). Of this vast total, vehicles licensed to carry passengers numbered 95,732, of which over 50,000 were cabs. Of the remainder the 14-seaters numbered 13,971; of 20-seaters 5,020; of 32-seaters 9,232; of 40-seaters 1,890; of 48-seaters 2,210; of 56-seaters 1,112; of 64-seaters 64; whilst there were nine other vehicles seating more than 64 passengers. If we leave out of consideration the cabs, which mainly serve individual convenience, we have, says *The Commercial Motor*, 45,700 vehicles engaged in passenger-carrying or, roughly, one such to about nine or ten engaged in the transport of goods. It is well to make this clear, because passenger-carrying road vehicles seem, at the moment, to loom large in the eyes of officials, of politicians, and of people who think to make capital of their apparent predominance upon the road.

## THE REWARD OF PATIENCE.

One of the best of the Show stories I have heard this year is that told by Colonel Colin Defries, writes "Contact" in *The Motor*. On one counter at his company's stand there was a Berkshire wiper operating on a screen. On the other counter there was a new adjustable thermostat fitted between a radiator and a cylinder block. Above the latter was a board containing two dashboard thermometers, one to show the cylinder block temperature and the other the radiator temperature. A man asked one of the salesmen to explain the thermostat to him. This he did with great patience, spending about five minutes telling him all he could. The man, whose eyes had been focused for some time on the two thermometers, at last asked: "Which of these two wipes the screen?"

## NEW A.E.C. TRACTOR.

Interest will undoubtedly be aroused, both at home and abroad, by the recent announcement that the Associated Equipment Company, Ltd., of Southall, are undertaking the manufacture of a light-weight tractor for use in agricultural and other industries, and which will be particularly suitable for export purposes.

## THE SINGER PROGRAMME.

### POLICY FOR 1929.

### IMPROVEMENTS RATHER THAN PRICE REDUCTION.

The most noticeable thing about the Singer 1929 programme is that the manufacturers have decided not to enter into the price-war which is alleged to be raging between some concerns. In fact, as Mr. W. E. Bullock, the Managing Director, said at a recent agents' meeting, they have aimed at improving the breed rather than at reducing the price. He pointed out, also, that the extra foot of wheel-base in the Singer Junior (the Junior is 7 ft. 3 in. against the 6 ft. 6 in. and less of certain other light cars) just

provided that extra room which makes all the difference.

In the cases of the Junior 2-seater and saloon, the prices have been reduced £3, these cars now costing £133 and £160 respectively at home. There is no change in the cost of two other models, but the majority show a slight increase. This is due to the all-round improvements which have been effected as regards both chassis and bodywork.

One of the most interesting of the body improvements is in respect of the Sunshine Saloons of all three models—Junior, Senior and Six. This new body can be opened or closed at will, whilst the car is actually in motion. The hood, or head, runs in channels and all that it is necessary to do is to turn a handle to raise or lower it. This handle is situated at the right hand of the driver's seat and can be operated without a reduction of the car's speed.

## The Junior Chassis.

Amongst the Junior's chassis improvements may be numbered the use of Newton shock absorbers front and rear, a one-piece propeller shaft with fabric discs, aluminium pistons and semi-elliptic rear springs. The engine is of the overhead camshaft type, the capacity being 943 c.c. It has a rating of 7.75 h.p., so that the tax is £8 only. The actual models are the 2-seater at £133, the four-seater at £140, the Saloon at £160, and the Sunshine Saloon at £175. There is also an altogether new 2-seater sports model, which sells at £140. This has a boat-shaped body of very attractive appearance and is equipped with wire wheels. It is considerably faster than the standard 2-seater, having a higher compression ratio, higher gears, etc.

## Senior Models.

Improvements, again, are seen on all the Senior models. The 2-seater Drop-head Coupé has a new type of body; the four-seater tourer is also of more attractive appearance, whilst the Saloon has wider doors and other refinements. All the Seniors have Triplex glass wind-screens, head-lamps mounted on a cross member, illuminated switch

board, walnut cappings, improved clutch and propeller shaft, and magneto ignition.

Marley steering and Dewandre Servo-assisted brakes are used as in the past. The actual models and prices are as follows: 4/5-seater tourer, £230; Coupé, £240; Saloon, £250; Sunshine Saloon, £270. The engine capacity is 1,571 c.c., and the annual tax £12. It is probable that the Senior Saloon, at £250, will prove to be the most popular of the Singer range.

The engine of the Six has been altogether redesigned and is now of the seven-bearing crankshaft type. Its bore has been increased from 63 to 63.5 mm., thus raising the capacity from 1,776 to 1,920 c.c. Improvements have been effected throughout the chassis and bodywork. The most outstanding of these is the use of Luvax central or "one-shot" lubrication. For the owners of a Senior Six there is now no "messing about" with a grease gun; pressure on one lever lubricates everything on the chassis. Another important point is that Triplex glass is used all round. The Coupé and 4/5-seater cost £230 each, as in the past, whilst the Saloon and Sunshine Saloons are listed at £250.



CONSPICUOUS and solid as a great rock that rears its bulk from the surrounding desert—so are the qualities that lift the new Goodyear Balloon Tyre into supremacy. The millions of people who have already fitted the new Goodyear Balloon know and appreciate its true value. With this knowledge written strictly in terms of satisfactory mileage and gratifying performance, these users of the new Goodyear Balloon also know how valid and well deserved is its popular title "Goodyear's Greatest Tyre."

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## Genius and experience reflected in this NEW DIRECTOR ROYAL SEDAN

GRACEFUL LINES... beautiful colouring... shining chromium plating... luxurious finish and the deluxe equipment of Studebaker's new Director Royal Sedan are outward characteristics of its championship calibre.

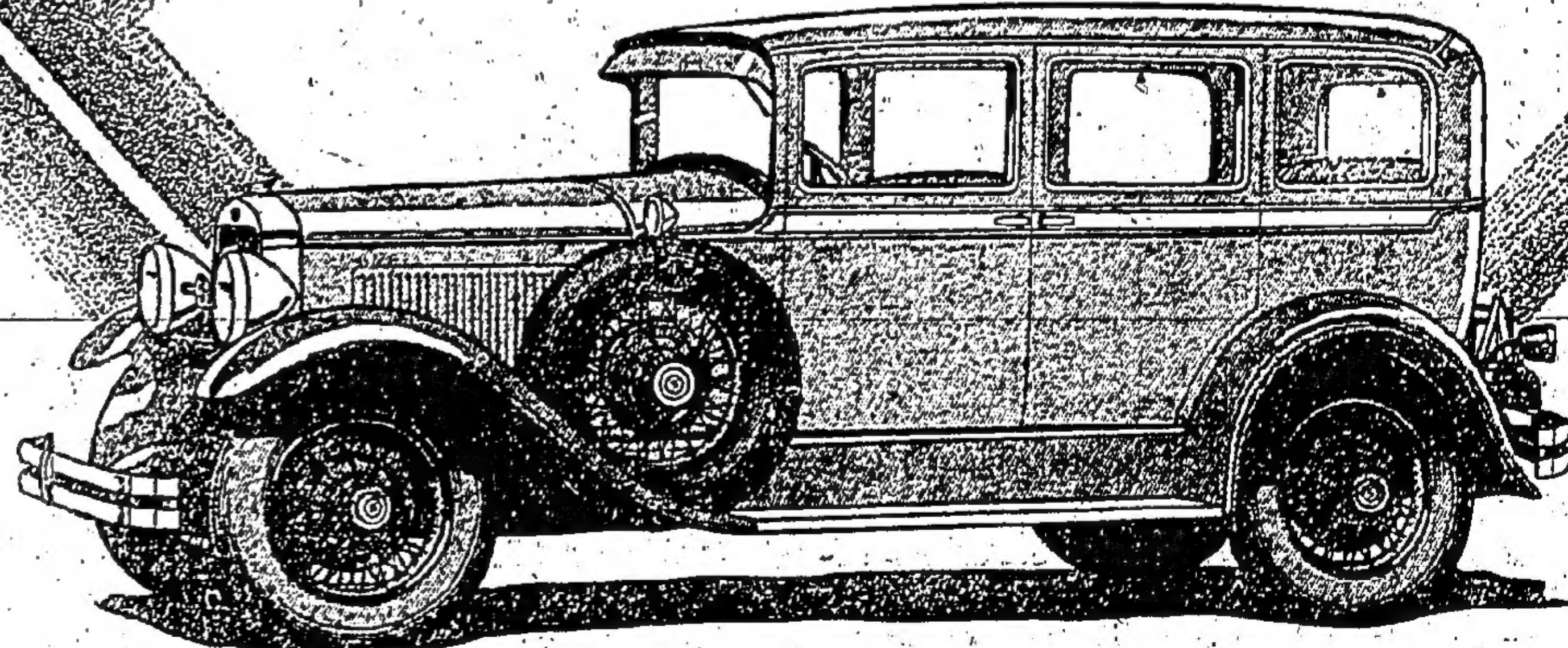
Studebaker's engineering genius enabled a strictly stock model of this 70 horsepower sedan to travel 5000 miles in 4751 minutes, an American record unequalled by any stock car in its price class! Studebaker's exclusive new ball bearing spring shackles, together with hydraulic shock absorbers, make this new Director ride more restfully than other cars costing three times more.

Only Studebaker's vast resources and its 75 years experience in quality manufacture could produce this great new Director Royal Sedan at so low a price.

## Studebaker's Four New Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commodore (21,000 miles in 22,969 minutes); The Director (5000 miles in 4751 minutes); The Royale (1000 miles in 984 minutes). Each is backed by Studebaker's 15-month guarantee.

Prices range from H.K. \$2,320 to H.K. \$6,140.



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## MOTORING NOTES

(CONTD.)

## TESTING CARS.

## PULL MEASURED ON LEVEL AND SLOPE.

## BRITISH INVENTION USED IN AMERICA.

[BY THE HON. MAYNARD GREVILLE.]

During the past year I have tested some 20 cars for review, and I have come to the conclusion that it is time to revise the methods I have adopted in the past.

There are, presumably, two things that people want to know about a new model which they have not had an opportunity of trying themselves. First, what is the car's actual performance, and, secondly, what is the tester's opinion of the vehicle.

The second is easily expressed, but the former is far more difficult. To begin with, there is no absolute standard where with one can compare a car's performance, and to state that the acceleration was terrific or moderate is only an expression of opinion.

What people want to know is exactly what a car will do, and for this reason I have always tried to be as explicit as possible and to express the actual performance of the vehicle in figures. To do this one can give its maximum speed, the time it takes to climb a particular hill, or acceleration figures.

This, however, gives only an approximate guide to the car's performance, and after some months of experiment I have decided, in future to adopt an instrument that will give the actual pulling power of a car on any gear and at any speed.

## Measuring Results.

This instrument is known as the Tapley performance meter, and I have one fitted with a clamp which I can attach to any car in a few moments. Briefly, it consists of a pendulum suspended in a fluid to damp its violent oscillations and so connected to a double scale that every movement of the pendulum from the vertical can be read.

When a car is in motion the resistance to its motion and the pull of the engine always balance each other. If the pull is altered, the speed of the car changes until the resistance exactly equals the new pull, and the car again settles to a constant speed.

When the resistance and the pull are balanced (i.e., whenever the speed is constant) the pendulum is entirely unaffected by either, and it therefore remains vertical. If the car is accelerated by depressing the accelerator, the pendulum, instead of remaining vertical, will lag behind, the amount of lag depending upon the rate of acceleration, or what amounts to the same thing—the useful pull that the car exerts.

The standard gradient scale of the Tapley meter is divided to show the pull as a fraction of the weight of the car, and in 1/100th per cent. Whatever pull is available on depressing the accelerator on the level is also available for climbing a hill, and when the pull on the scale shows, say, one-tenth of the car's weight, it will be exactly the pull required to drive the car up a one-in-ten gradient at a constant speed.

By this means it is not only possible to tell the useful pull exerted by the car at any speed on any gear, but also the steepness of the hill that the car will climb at a constant speed on its different gears.

## Brake Testing.

In the same way the retardation of the brakes can be measured, but in order to get more accurate results I have a separate instrument for brake testing, working on the same principle, but which automatically locks itself at the maximum reading when the brakes are applied, and actually shows the distance in which the car can be stopped from 20 miles an hour.

This is identical with those that have been ordered by American police authorities for testing brakes in the United States, as I stated in the *Morning Post* some time ago. With the performance meter it is not only possible to obtain the actual pull of the car in pounds per ton, but a few simple calculations will give its performance in many other directions.

It is, of course, necessary to set the meter level before taking the readings, and this is done with a key. As an example, suppose that a car is being driven on top gear on a level road at ten m.p.h. On depressing the accelerator a maximum indication of one-in-15 is reached. The rate of acceleration is therefore 22/15, or approximately 1.46 miles per hour per second.

(Continued on next column)

## MISTAKES WE MAKE.

## WHERE THE WOMAN-DRIVER GOES WRONG.

[By LADY LAWFORD.]

George Meredith declared that "woman will be the last thing civilised by man."

When I motor behind some women drivers on our roads I am inclined to believe him.

The average woman has no love for machinery. Watch her prod at the shuttle of her sewing-machine with a screw-driver or over-wind the child's last clockwork engine, and you will readily be convinced of this. Of course, there are the exceptions, and I have met women motorists more careful and capable than the average man driver—but not many.

The great fault that nearly all women drivers suffer from—and I write with a good deal of experience—is that they cannot leave the middle of the road, for the reason, no doubt, that it is easier to drive there.

A little to one side, and the car "heels" a bit, so the driver must keep a fairly firm grip of the wheel, which, one grants, is fatiguing on long-distance runs; hence the line of least resistance.

## Sitting Bolt Upright.

Another factor I have often noted in that few women drivers "get down" to it. They nearly always sit in a bolt-upright, uncomfortable position.

Now, in a long-distance run a man lies back comfortably in his seat, his body rather sideways in the car—a thoroughly easy, natural attitude that does not tire, while giving him complete control of the machine.

During the eighteen years in which I have driven a motor-car and done all my own repairs I have come across extremely few women who knew anything worth while about the inside of the machine they were driving. I remember, in this connection, one woman who started off one day with her car making a noise like an eighteen-pounder gun. In between the loud explosions she explained that it always did that when it was tired.

And I met another woman who was "fearfully intrigued" when I showed her the inside of the carburettor: she had always believed it was solid, and simply could not understand why the float had a hole in it.

Just watch the average woman driver being overtaken in traffic by another car or other vehicle—she hardly ever relies on her mirror, but will nearly always turn her head—a dangerous practice likely to lead to complications if not to accidents.

The fact that Euclid and geometry do not figure among the usual subjects taught in the average girls' school is the probable cause of women drivers taking almost impossible corners at hair-raising speeds, as they frequently do, and this with an airy disregard for the white lines painted on the road.

The pity of it is that, in my opinion, women would make very good motorists if only they would take the trouble. Too many trust to men drivers "giving way" at all times, and to make courtesy generally, while others, I fear, believe simply in luck all the time. As a result, women drivers are not so popular on our roads as they could be.

Again, the resistance offered by a car to motion includes the rolling resistance of the wheels on the road, the resistance due to the air, and the frictional resistance of the mechanism of the car.

## Lubricants And Friction.

By comparing several readings, air resistance or mechanical resistance in the transmission can be ascertained, and I have found it possible to detect even different lubricants in the gear-box.

Engine friction can be measured and actual brake horse power delivered at the road wheels can be ascertained at different speeds if the weight of the car be known.

I propose in future to give briefly with each account of a car trial readings from the meter and calculations on most of these points, so that it will be possible to compare the actual performances of different cars far more accurately than was possible with the old method.

Of course performance is not everything. A car may have a very good performance and yet be rough and uncomfortable to drive. I shall continue to describe my impressions of the comfort and general qualities of the vehicle I am trying—*London Morning Post*.

## ROAD ACROSS AFRICA.

## RACING MOTORIST ARRIVES AT THE CAPE FROM CAIRO.

Through desert and jungle Mr. G. S. Bouwer, the South African racing motorist, has averaged just over 250 miles a day for 9,000 miles on his return journey across Africa from London which he left in August to Cape Town where he has just arrived.

He undertook the adventure to demonstrate the practicability of a highway between Cairo and the Cape and he travelled by a route which he had prepared for himself seven months ago.

"Although I averaged 300 miles a day over the iron-stone Nubian deserts," Mr. Bouwer states in a message to the Dunlop Company in London, "and 500 miles a day on bush track in central Africa, I had a bare thirty hours in which to complete the last and most difficult 1,000 miles and the slightest delay would have ruined my chance. For the first time in my experience I drove this last lap without one puncture; I had never previously had fewer than four on that route. I had no mechanical trouble at all and only one crash when I hit a tree stump at speed, smashed two front springs, and bent a front axle."

At one time Mr. Bouwer was 90 miles from any water supply and he carried a 40 gallon petrol tank in the back seat with a five gallon auxiliary oil tank.

## TRIUMPHS OF BRITISH ENGINEERING.

## RECENT RACE SUCCESSES.

The tremendous success of the Tourist Trophy race in Ulster following the admirable 24-hour race on the road at Le Mans, in France, last June," says *The Autocar*, "proves that motor-car racing on the roads to-day to achieve success and hold public interest must be confined to vehicles approximately very closely, indeed, to genuine touring cars. The public, as a whole, is tired of speed brooding, naga or Lilliput among cars. It wants to see contests between vehicles which are actually purchasable at reasonable commercial prices and embodying points in design and construction such as the ordinary touring car normally contains."

The Ulster race was precisely such an event, and Coventry, the original home of automobile manufacture in Great Britain, rose gallantly to the occasion by supplying the first and second cars to finish. Those faint-hearted people who have seen, in the series of foreign Grand Prix races, contested by machines, however excellent they may be, of undoubted freakish construction viewed from the private owner's point of view, the decadence of English car manufacturers, will now have to revise their opinions. English car-makers have shown that they can make cars superb in sustained speed.

Great Britain has always been able to produce the best in all forms of engineering, and in no sphere of the art is she more to the front than in the production of fast, economical, up-to-date light motor cars.

Certainly a more exciting race can never have been run; although the full distance was 410 miles, only 13 seconds divided the first two cars. Kaye Don with the Lea-Francis achieved an average speed of 64.06 m.p.h., and drove a magnificent race. The regularity of his lap speeds was astonishing, but the Lea-Francis was running well with it.

It is not perhaps well known that this very car had already achieved success at Brooklands. It was, of course, a standard hyper-sports, supercharged model, selling to the public at £495. There could be no greater test of the excellence of design, workmanship and materials than a road race of this nature with the terrific stresses imposed by almost continuous braking and acceleration.

It is noteworthy that the winner beat its handicap by 1 minute 47 seconds, or an average of 3 seconds per lap.

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## "Standard" Touring Model

H.K. \$2,850.

	Standard	Special	Great Size
Tourer (5 passenger).....	H.K. \$2,850	3,350	4,750
Tourer (7 passenger).....	—	—	5,675
Roadster.....	H.K. \$3,000	3,450	—
Coach.....	H.K. \$3,150	3,550	—
Sedan (5 passenger).....	H.K. \$3,300	4,000	\$5,200
Sedan (7 passenger).....	—	—	6,500
Limousine (7 passenger)...	—	—	—

YOU are seeing more and more Willys-Knights on the road. Every day adds to the more than 325,000 owners who appreciate the velvet smoothness, quiet power and marked economy of the motor car equipped with the patented double-sleeve Knight engine. Drive one of these beautiful cars and you too will quickly appreciate the Willys-Knight Six superiorities—their quick starting, flashing activity, sustained brilliance and ease of control. Let us arrange a drive for you today without obligation.

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WILLYS OVERLAND FINE MOTOR CARS



### A ROYAL MOTORIST'S NEW CAR.

3-CYLINDER MODEL CHOSEN BY THE DUKE OF GLOUCESTER.

H.R.H. The Duke of Gloucester is one of the most experienced of Royal motorists, and during his motoring career has owned a number of cars, chiefly of Sunbeam make. Recently a new 25 h.p. eight-cylinder Sunbeam has been supplied to His Royal Highness by The Car Mart, Ltd., being the second model of this type he has purchased.

This latest acquisition is fitted with a Weymann Limousine body embodying many features incorporated specially in accordance with the Royal owner's own suggestions. The metal fittings are all finished in chromium plating, and the interior woodwork is of polished walnut throughout. The exterior is covered in black fabric, and with the long bonnet line and spacious body combine to produce a car of striking appearance.

His Royal Highness has had previous experience of the Weymann type of body, having owned a 25 h.p. six-cylinder Sunbeam with a Weymann body for some time past, and he has expressed his satisfaction with this type of body, particularly with its comfort on long journeys.

### SOME TRIAL TRIP.

PACIFIC MOTOR BOAT'S 240 MILES MAIDEN RUN.

News has just come to hand of a daring voyage made in a small motor boat by a British trader living on one of the Solomon Islands in the Pacific Ocean. Only the day previous to setting out on the journey had he completed the installation of the engine—a 7/12 h.p. 4-cylinder Ailsa Craig Silent Seven Marine Motor—which he had obtained through his agents from the Ailsa Craig Motor Co., Ltd., of Chiswick, London.

Leaving Makamba, his destination lay at Malaita some 120 miles away. This involved travelling 30 miles each way across the open sea as well as many miles along the coasts of the Islands. He accomplished the trip there and back, a distance of 240 miles, in under 38 hours.

In writing of his experience the intrepid owner pays high tribute to his Ailsa Craig engine for, as he says, the faith he placed in it by taking this long journey without any preliminary trial was fully justified. He had not a moment's trouble the whole way, although he was towing a heavy dinghy and the tide rip was very strong.

### BRITISH CARS ON TOP.

WHAT MR. MORRIS THINKS CAN BE DONE.

Mr. W. R. Morris, president of the Council of the Motor and Cycle Trades Benevolent Fund, presiding at the 23rd annual banquet at the Connaught Rooms, London, said that it gave him the greatest pleasure as a Britisher to think that the push bicycle of the British Empire ruled the world.

"I think I can also say that 75 per cent. of the motor-cycles I have seen round the world are British," he said, "and that is a low average. If that is so, with the brains of the workmen we have in this country why should not the same thing happen with the motor-car? I quite agree that our friends across the water have put on the markets of the world cars that I've done remarkably well, but what I think they have learnt all that they have one from the old country. I do not see why we should not in the near future replace those cars by British motor-cars. If the Government will only give us a chance we will in the near future get once more on the top, where Britishers ought to be." (Cheers.)

Responding to the toast of his health Mr. Morris said: "that we have never had in the history of this country a man who had done more for the manufacturing concerns of this country than Mr. Baldwin. Mr. Baldwin was at the bottom of all we have received. Give us protection and prices will go down. I hope we shall come to the time when we shall be protected to the same extent as others."

### VESSELS EXPECTED.

Hamburg-Amerika Linie.

Oldenburg, December 14th.  
Sachsen, Dec. 16th.  
Saarland, Dec. 21st.  
Emil Kirdorf, Jan. 7th.  
Havelland, Jan. 30th.  
Havelstein, Feb. 1st.  
Loverkosen, Feb. 14th.

Java-China-Japan Line.

Tjimarang, Dec. 10th.  
Tjimarang, Dec. 10th.  
Tjimarang, Dec. 10th.  
Tjimarang, Dec. 10th.

Massagories Maritimes.

Polos, to-day.  
Athos II., December 18th.  
Chenonoreux, January 1st.  
D'Agnan, January 15th.  
Spiran, January 15th.  
General Metzinger, Jan. 20th.  
Paul Leat, February 12th.  
Andre Lema, Feb. 20th.

Norddeutscher Lloyd, Bremen.

Franken, December 11th.  
Renscheid, Dec. 13th.  
Fulda, Dec. 16th.  
Main, Dec. 22nd.  
Lahn, Jan. 10th.

Peninsular and Oriental.

Jeyapore, to-day.  
Mantua, to-morrow.  
Malva, Dec. 7th.  
Tresilian, December 9th.  
Kashmir, Dec. 13th.  
Kalyan, Dec. 21st.  
Naldera, December 22nd.  
Morra, January 4th.  
Kashgar, January 18th.  
Padua, January 18th.

Macedonia, February 1st.

Khiva, February 15th.

Khyber, March 7th.

Karnala, March 21st.

Princes Line.

Royal Prince, December 31st.

Royal Packet Nav. Co. (K.F.M.).

Cremet, to-morrow.

Swedish East Asiatic Co., Ltd.

Delhi, December 19th.

Ceylon, Dec. 24th.

Wm. Wilhelmsen, Oslo.

Norwegian Africa and Australia Line.

Rena, to-day.

Bessa, December 22nd.

Thalatta, January 10th.

Tennessee, January 30th.

### CONSIGNEE NOTICES.

#### PRINCE LINE.

NOTICE TO CONSIGNEES.  
FROM NEW YORK.

THE Motor Vessel "MALAYAN PRINCE" having arrived from the above Port on 4th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Godown Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on Monday, 10th instant, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. C. 3165. Hong Kong, 4th Dec., 1928. [7058]

NOTICE TO CONSIGNEES.

#### "ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF CHESTER" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Godown Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on Monday, 10th instant, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. C. 3165. Hong Kong, 4th Dec., 1928. [7058]

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THE Steamship "CITY OF CHESTER" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Godown Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on Monday, 10th instant, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. C. 3165. Hong Kong, 4th Dec., 1928. [7058]



## President Liner

### SAILINGS

### Weekly Trans-Pacific Service

To San Francisco and Los Angeles The Sunshine Belt via Honolulu The Short, Straight Route to America  
Fortnightly sailings on Tuesdays. Fortnightly sailings on Thursdays.

Pres. Madison...Tues., Dec. 15th Pres. Cleveland...Tues., Dec. 11th, 8 a.m.  
Pres. Jackson...Tues., Jan. 1st Pres. Pierce...Tues., Dec. 25th  
Pres. McKinley...Tues., Jan. 15th Pres. Taft...Tues., Jan. 8th  
Pres. Grant...Tues., Jan. 29th Pres. Jefferson...Tues., Jan. 22nd

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

### Europe and New York Direct

ROUND THE WORLD  
Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York, Boston.

Pres. Monroe...Sun., Dec. 16, 8 a.m. Pres. Hayes...Sun., Jan. 27, 8 a.m.  
Pres. Wilson...Sun., Dec. 30, 8 a.m. Pres. Polk...Sun., Feb. 10, 8 a.m.  
Pres. Van Buren...Sun., Jan. 13, 8 a.m. Pres. Adams...Sun., Feb. 24, 8 a.m.

### To Manila

Pres. Madison...Dec. 8th, 6 p.m. Pres. Taft...Jan. 1st, 6 p.m.  
Pres. Pierce...Dec. 18th, 6 p.m. Pres. McKinley...Jan. 5th, 6 p.m.  
Pres. Jackson...Dec. 22nd, 6 p.m. Pres. Jefferson...Jan. 15th, 6 p.m.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.  
Telephone Central 2477, 2478 and 795  
Cable Address "Dollar"

CANTON BRANCH—4, SEA KEE STREET.

### American Mail Line

and  
Dollar Steamship Line

### THE EAST ASIATIC CO., LTD

COPENHAGEN.

### The M.S. "MALAYA"

loading on or about  
15th December

For  
PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM,  
HAMBURG, BREMEN, COPENHAGEN AND OTHER  
SCANDINAVIAN & BALTIC PORTS.

### SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.

M.S. "Siam" ... 15th Dec. 2nd Feb., 1929  
M.S. "Panama" ... 23rd Dec. 9th Feb. "  
M.S. "Danmark" ... 31st Dec. 1st Mar. "  
M.S. "Java" ... 20th Jan. 24th Mar. "  
M.S. "Australia" ... 11th Feb.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.  
(MERCANTILE BANK BUILDING, Agents.)

Telephone C. 4072.

### BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

### THE BEN LINE STEAMERS, LIMITED.

FROM ANTWERP, LONDON, STRAITS, AND SAIGON.

The Steamship "BENBUCHANAN."

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Godown Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on Monday, 10th instant, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. C. 3165. Hong Kong, 4th Dec., 1928. [7058]

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### CONSIGNEE NOTICES.

#### NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "TRILAWNY."

ARRIVED HONG KONG on 2nd DECEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Godown Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery will be obtained as the Goods are landed. Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 3 days, including date of arrival, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Underigned on or before 22nd December, 1928, or they will not be recognized. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents. Hong Kong, 3rd Dec., 1928. [7062]

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# CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"HUPH"	On 5th Dec.	8 p.m.
SWATOW & SHANGHAI	"NINGHAI"	On 6th Dec.	Noon
HONGKONG, SINGAPORE & BANGKOK	"KINGYUAN"	On 6th Dec.	Noon
HONGKONG, PAKHOI & HAIPHONG	"KINGKIANG"	On 7th Dec.	10 a.m.
SHANGHAI	"CHUNGIANG"	On 7th Dec.	3 p.m.
SWATOW, SHANGHAI & THINGTAO	"SOOCHOW"	On 8th Dec.	7 a.m.
SHANGHAI & DALNY	"LIANGCHOW"	On 8th Dec.	7 a.m.
SWATOW & BANGKOK	"ANHUI"	On 9th Dec.	5 p.m.
AMOI, SWATOW & SINGAPORE	"STUNNING"	On 11th Dec.	3 p.m.
AMOI, SHANGHAI & THINGTAO	"KUNGHOW"	On 12th Dec.	Noon
HONGKONG, SINGAPORE & BANGKOK	"YUNNAN"	On 12th Dec.	8 p.m.
SHANGHAI	"LINAN"	On 13th Dec.	Noon
SWATOW & SHANGHAI	"SUIYANG"	On 15th Dec.	7 a.m.
SHANGHAI & DALNY	"KANGHONG"	On 15th Dec.	7 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 16th Dec.	10 a.m.
AMOI, SWATOW & SINGAPORE	"KWANTUNG"	On 18th Dec.	3 p.m.
AMOI, SHANGHAI & THINGTAO	"SHANTUNG"	On 18th Dec.	3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAM"	On 19th Dec.	10 a.m.
WUHAN, CHONGQING & TIENTSIN	"HUICHOW"	On 19th Dec.	4 p.m.
WUHAN, CHONGQING & TIENTSIN	"KUEICHOW"	On 20th Dec.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to - BUTTERFIELD &amp; SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" &amp; "TAIPING"

Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports.

Ship	Days Home	Days Out
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February	15th February
TAIPING	8th March	15th March

For Freight and Passage, apply to - BUTTERFIELD &amp; SWIRE, Agents.

## NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO. LTD.)

Sailings from Hong Kong.

S.S. "CITY OF CHESTER"	Via Suez Canal	27th December
S.S. "BOMAEUS"	"	11th January
S.S. "AUTOLYCHUS"	"	25th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to - BUTTERFIELD &amp; SWIRE, ON THE RANK LINE, LTD., HONG KONG

HONG KONG &amp; CANTON, JARDINE, MATHESON &amp; CO., LTD., CANTON.

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## Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	CLEARANCES.
December 3rd.	Arrivals.	December 4th.
Hedraet, Norwegian str., 713 tons.	The following passengers arrived here by the s.s. <i>Siberia Maru</i> from Los Angeles and ports on December 4th:—Mr. and Mrs. W. E. Jewell.	Andre Lebon, for Saigon.
Capt. G. E. Heuniken, from Swatow, with 100 tons of general cargo, lying at buoy No. C18.—Fung Cheung Shun.	Master W. E. Jewell, Miss N. E. Jewell, Master R. E. Jewell, Mr. G. M. Weller, Mr. J. G. Rodriguez, Mr. and Mrs. J. Deason, Mrs. M. Kano, Master K. Kano, Master S. Kano, Miss T. Kano, Mr. A. C. Bryson, Mrs. D. I. Adamson, Mr. George Tate, Mr. H. Y. Hwang, Mrs. C. S. Coloma, Mr. E. B. Fuente, Mrs. M. Ryan, Miss J. M. Ryan, Miss M. C. M. Ryan, Mr. Chan Ngan, Mr. S. Motomura, Mr. T. Ishikawa, Mrs. K. Ohama, The following passengers arrived here on December 4th from Japan and Shanghai by the s.s. <i>Andre Lebon</i> :—Mr. and Mrs. Trueman, Mrs. Chollet, Mr. Nguyen Van Phung, Mr. Felix Yung, Rev. and Mrs. G. W. Rident, Mrs. la Marquise de Loys Chaudieu, Mrs. F. C. Baker, Mr. J. Thomson, Mr. S. M. Tsong, Mr. A. Malcorit, Mr. and Mrs. Jerrard and Miss David, Lt. Col. and Mrs. Orange Bromhead, Mr. Bandinel, Mr. Edgar, Mr. W. H. Hoegger, Mr. Louis Merwin, Mr. Loring Merwin, Mr. and Mrs. Lafayette Page, Miss M. Fisher, Miss R. Page, Miss Merwin, Mr. and Mrs. Cole, Mr. Norman Brann, Mr. and Mrs. H. E. Cole, Mademoiselle Betty Joice, Mr. Felix Cantini, Mr. F. Lenders, Mr. and Mrs. E. G. de Seriere, Mr. A. M. Steyne, Mrs. A. Z. Turner, Mr. Y. S. Cheng, Mr. and Mrs. Lalouel.	Cheung On, for Shanghai.
Teian, British str., 1,331 tons. Capt. E. H. Histed, from Hoibow, with a general cargo, lying at buoy No. B20.—B. & S.	Departures.	Chingking, for Canton.
Andre Lebon, French str., 7,373 tons. Capt. L. F. Auguste, from Yokohama, Kobe and Shanghai, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.	The following passengers left here on December 4th by the Dollar Liner <i>President Lincoln</i> :—Mr. Hans Ducker, Mr. Yick Koo, Miss Salome Sanchez, Mr. C. Torres, Mr. Jacob Suter Janner, Mr. Chies C. A. Popp, Mr. Manley G. Miller, Miss Bern Brown, Mr. T. M. Lam, Miss K. Hall, Miss L. Remedios, Mr. O. G. Simpson, Mrs. Kwong Chaw Har, Mr. Wong Sue, Miss Woo, P. C. Lee, Mr. Wong Goo Sun, Mrs. Yuen Shee, Mr. D. M. Bigger, Mr. M. Manikawa, Mr. R. Millinson, Mr. Chung Kai Tang, Mr. Ching Han Hsu, Mr. I. V. Wah, Mr. and Mrs. C. J. Conroy, Mr. M. Obias, Mr. E. C. Qai, Miss E. R. Salker, Mr. Quan Wee, Mrs. Quan Wong Hoy, Mr. Juan Chin Yen, Mr. Quan Yew, Mr. Quan How Hong, Miss Sybil Dere, Miss Patricia Dere, Mr. and Mrs. Aman Mervice, Mr. and Mrs. Robert P. Kerr, Miss Kerr, Mr. David Heathcote, Mr. R. Rosada, Mr. Howard Strickland, Mr. John S. Campbell, Mr. Gilbert K. M. N. Witt, Miss Hene C. Warren, Mr. Oscar W. Carlson, Mr. Lichauco Fernandez, Mr. Enrique Fernandez, Miss M. Rezzario, Mr. Wong Kai Sui, Mr. K. E. Smith, Mrs. Wong Ying Yik, Mr. C. O. Chan, Mr. Chas Gee, Mr. S. K. Yu, Mr. Fong Kai Shau, Miss Wong Sam Moi, Miss Wong York Chan, Mr. D. G. Macvey, Mr. and Mrs. A. H. Potts, Mr. Chan Yan Moon, Mr. E. Best, Mr. C. T. Chu, Mr. F. Strahan, Mr. J. L. Hunter, Mr. J. J. Young, Mr. L. De Dionigi, Miss Sara McPhadden, Mrs. Wong Shee, Miss Woo Mee Sik, Mr. Wong Tee Leung, Mr. Jiu Kay, Mr. Der Ning A.P.C.	Chingking, for Canton.
Chak Sang, British str., 1,470 tons. Capt. Bishoo, from Canton, lying at Kowloon Dock.—Jardine, Matheson & Co.		Chingking, for Canton.
Chingking, British str., 1,298 tons. Capt. C. Stringer, from Shanghai, which port she left on December 1st, with 225 tons of general cargo, lying at buoy No. C37.—B. & S.		Chingking, for Canton.
Chung Kung, Chinese str., 447 tons. Capt. Kwok Shau, from Kwangchow, with 150 tons of general cargo, lying at buoy No. C33.—Yau Lee Co.		Chingking, for Canton.
City of Chester, British str., 3,531 tons. Capt. F. W. Letton, from Singapore, which port she left on November 25th, with iron and general cargo, lying at Holt's Wharf.—B. & S.		Chingking, for Canton.
Fukunji Maru, Japanese str., 1,267 tons. Capt. T. Nishimura, from Keelung, which port she left on November 29th, with a cargo of coal, lying at buoy No. C33.—Y.K.K.		Chingking, for Canton.
Malayan Prince, British str., 3,636 tons. Capt. E. Mayler, from Shanghai, which port she left on December 1st, with a general cargo, lying at buoy No. A3.—Prince Line.		Chingking, for Canton.
Nanking, Swedish str., 3,435 tons. Capt. B. A. Brandt, from Dalny, which port she left on November 29th, lying at buoy No. A1.—Gillman & Co.		Chingking, for Canton.
Ninghai, British str., 1,428 tons. Capt. L. Hardie, from Shanghai and Amoy, with 300 tons of general cargo, lying at buoy No. B11.—B. & S.		Chingking, for Canton.
Prosper, Norwegian str., 1,376 tons. Capt. C. W. Engelstet, from Saigon, which port she left on December 1st, with a general cargo, lying at buoy No. C41.—Fau Yuen Hong.		Chingking, for Canton.
Siberia Maru, Japanese str., 11,700 tons. Capt. S. Ito, from San Francisco, which port she left on November 7th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.		Chingking, for Canton.
Sungshan Maru, Japanese str., 1,503 tons. Capt. G. Kamamura, from Canton, lying at buoy No. C48.—N.Y.K.		Chingking, for Canton.
Tai Lee, Chinese str., 1,044 tons. Capt. F. Masaki, from Foochow, with a general cargo, lying at Yumati.—Yee Tai Hong.		Chingking, for Canton.
Vulcanus, Dutch str., 707 tons. Capt. J. H. Kop, from Foochow, lying at North Point.—A.P.C.		Chingking, for Canton.

### SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Shanghai on Monday at 4.30 p.m., left on Tuesday at 2 p.m., and is due at Hong Kong tomorrow (Thursday) morning.

The R.M.S. *Empress of France* arrived at Kobe on Monday, left on Tuesday at noon, and is due at Yokohama to-day (Wednesday) at 8 a.m.

The P. & O. s.s. *Maipua* left Singapore for Hong Kong on the 2nd inst. at 9 a.m., with the outward English mails, and is due here to-morrow (Thursday) at about 3 p.m.

The P. & O. s.s. *Jeyapore* left Mool for Hong Kong on November 29th at 8 p.m., and is due here to-day (Wednesday), at about daylight.

The P. & O. s.s. *Khiva*, from Hong Kong, arrived at London on December 3rd at 3 a.m.

The Ben Line s.s. *Bearinnet*, from Middleboro', London and Straits, left Singapore for Hong Kong on Monday, and is due to arrive here on the 9th inst.

### SUNRISE AND SUNSET.

	Sunrise.	Sunset.
Today	6.40 a.m.	6.39 p.m.
To-morrow	6.40	6.39
Friday	6.50	6.39

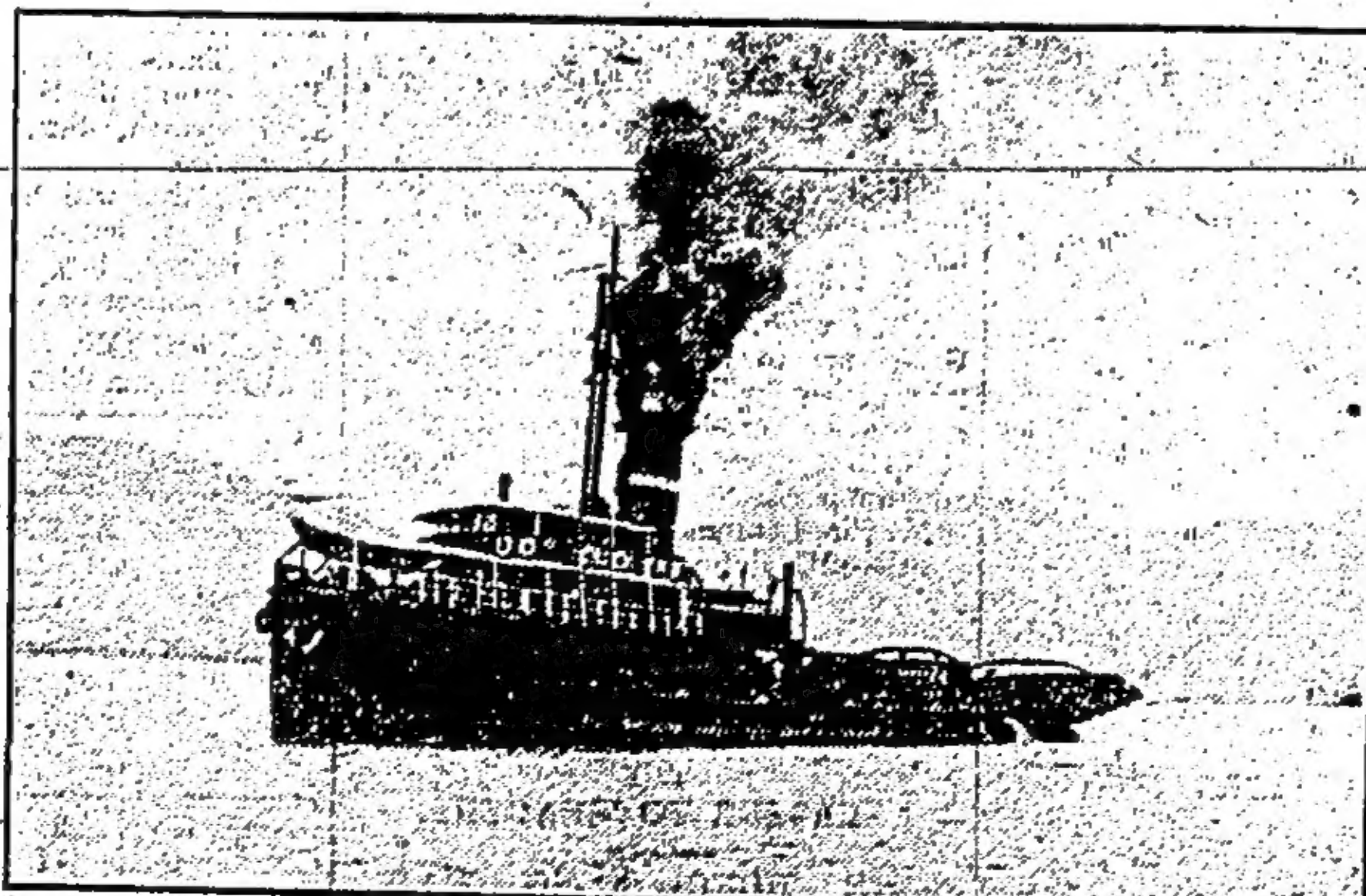
Shuck, Miss Der Ning Shuck, Mr. and Mrs. W. Mount, Mr. Kwong Foo Man, Mrs. Amma H. Freeman, Mr. H. B. Hammond, Mrs. Olga Popp.

The following European passengers left from Hong Kong by the s.s. *Andre Lebon* on December 4th for Marseilles and ports:—Mr. J. R. Stanton, Mr. H. Jackson, Mrs. C. E. M. Griffin, Miss A. G. Chase, Mrs. J. A. Cantrell, Miss A. Muffat, Mrs. A. L. Barker, Mrs. M. G. Stevens, Mr. and Mrs. E. S. Bliss, Mr. and Mrs. D. A. Dinamo, Mrs. C. W. Harlow, Miss H. R. Reeve, Mr. and Mrs. Karl Koni, Mr. and Mrs. J. E. Donaldson, Mrs. C. M. Bolzano, Miss E. F. Pike, Mrs. O. T. Waring, Mrs. H. Dixon and child, Miss Heikkinen, Miss Decoutet, Miss Della, Mr. Fekvitz, Mr. Mroczkiewicz, Mr. Mahmud Hujeji, Mr. Hashem Shihabi, Mr. J. M. Ferreira, Mr. M. Goncalves, Mr. A. Albertini, Mr. G. Hernot, Mr. F. Baugeard.

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To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING" "KWONGSANG" "HANGSANG" "KWAISANG"	Sun., 9th Dec., at 7 a.m. Wed., 12th Dec., at 7 a.m. Sun., 16th Dec., at 7 a.m. Wed., 19th Dec., at 7 a.m.
OSAKA via AMOI, SHAL MOI & KOBE	"NAMSANG"	Satur., 15th Dec., at 7 a.m.
MOJI & KOBE	"SUISANG"	Satur., 22nd Dec., at Noon
STRAITS & CALOUTTA	"YUENSANG" "HOSANG"	Fri., 7th Dec., at 5 p.m. Fri., 14th Dec., at 5 p.m.
SANDAKAN	"MAUSANG"	Thurs., 13th Dec., at Noon
CANTON	"YATSHING"	Wed., 5th Dec., at 9 p.m.
TIENTSIN	"YUSANG" "CHEONGSHING"	Satur., 8th Dec., at 3 p.m. Sun., 16th Dec., at 4 p.m.

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Steamship "GLENIFFER"	(via Oran)	19th Jan., 1929
Steamship "GLENSHANE"	(via Oran)	5th Feb.,
Steamship "CARDIGANSHIRE"	(via Oran)	5th March,

To SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

Steamship "CARMARTHENSIRE"	16th Dec.
Steamship "GLENSHANE"	7th Jan., 1929
Motor Vessel "GLENOGLE"	31st Jan.,
Steamship "CARDIGANSHIRE"	31st Jan.,

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Pass. S.S. "COBLENZ"	departure	15th Dec.
Freight S.S. "Koenigsberg"	departure	23rd Dec.
Pass. S.S. "FULDA"	departure	13th Jan.
Freight S.S. "Hemscheidt"	departure	21st Jan.

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Pass. S.S. "FULDA"	due here	16th Dec.	
Freight S.S. "Main"	due here	22nd Dec.	
Pass. S.S. "TRIER"	due here	13th Jan.	
Freight S.S. "Lahn"	due here	20th Jan.	

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PORTHOS ... 18th Dec.	PORTHOS ... 5th Dec.
CHERONCEAUX ... 1st Jan., 1929	ATHOS II ... 18th Dec.
ATHOS II ... 15th Jan.,	D'ARTAGNAN ... 1st Jan., 1929
D'ARTAGNAN ... 29th Jan.,	SPHINX ... 16th Jan.,
SPHINX ... 12th Feb.,	G. METZINGER ... 29th Jan.,
G. METZINGER ... 26th Feb.,	PAUL LECAT ... 12th Feb.,
PAUL LECAT ... 12th Mar.,	ANDRE LEBON ... 26th Feb.,
ANDRE LEBON ... 26th Mar.,	CHERONCEAUX ... 12th Mar.,
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